REGISTERED No. 1—1877.

The Bombay Gazette.

No. 8,963.—NEW SERIES. BOMBAY :—WEDNESDAY, OCTOBER 31, 1877.

GOVT. LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

515

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

TO SUBSCRIBERS IN BOMBAY—*Delivered free.*

In Advance.		*In Arrear.*	
For Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

TO SUBSCRIBERS UP-COUNTRY.

In Advance.		*In Arrear.*	
For Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

SINGLE COPY..... As. 4.

Price for back numbers varies according to time between As. 9 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	2 8
Third do.	2 0
Fourth and succeeding insertions	0 12 As.

A line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per Line.
Second do. ..... 4½ ,, ,,
Third and succeeding ..... 2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes as follows :—

Not exceeding three lines ..... Rs. 1-0
Each succeeding line..... 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES : EACH—TWO RUPEES.

ALL CHEQUES, MONEY ORDERS, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO LONDON CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, & LISBON.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) will despatch the S. S. JAVA, 1,465 Tons, 200 H. P., Commander F. Corron, as above on SATURDAY, the 17th November 1877.

The Java is fitted in the usual style of the Company's vessels, and has excellent accommodation for 24 First-class Passengers and 16 Second-class.

For Freight or Passage apply to

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. CALCUTTA, 863 Tons, 140 H. P. Commander A. RUSSELL, on SATURDAY, the 3rd November, 1877, at 4 P. M., calling at Ratnagherry, Vingorla, Goa, Carwar, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Colombo, Galle Negapatam, Madras, Callingapatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point and at any other place where inducement offers.

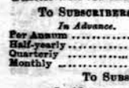
Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S. S. UMBALLA, 840 Tons, 140 H. P., Commander R. L. TURNER, on THURSDAY, the 1st November 1877, at 4 P. M., touching at KURRACHEE, MUSCAT, BUNDERABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN and MAMMEREAH.

N.B—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the fair season, despatch a Steamer to Kurrachee every THURSDAY at 4 P.M., and an Extra Steamer on every TUESDAY at 10 A.M.

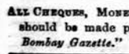
The S. S. UMBALLA, 840 Tons, 140 H. P., Commander R. L TURNER, will be despatched on THURSDAY, the 1st November 1877, at 4 p.m.

The S. S. AKOLA, 577 Tons, 130 H. P., Commander F. G. HAY, on TUESDAY, the 6th November 1877, at 10 a.m., calling at Verawul, Mangrole, Porc Bunder and Cutch Mandvie.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, on the 1st of each month.

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Without food.
Suez	36	22	8	
Port Said	38	24	9	
Messina	50	34	14	Including Wine.
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	14-10	

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY :—

ARABIA, to sail on THURSDAY, 1st November 1877.
AUSTRALIA, to sail on SATURDAY, 1st December 1877.
ASSIRIA, to sail on TUESDAY, 1st January 1878.
INDIA to sail on FRIDAY, 1st February 1878.
PERSIA, to sail on WEDNESDAY, 20th February 1878.
AUSTRALIA, to sail on FRIDAY, 1st March 1878.
ASSIRIA, to sail on MONDAY, 1st April 1878.

All Steamers of this Company have large First and Second Class accommodation ; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A.M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

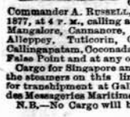
C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, 7th May 1877.

ANCHOR LINE—INDIAN SERVICE.

FORTNIGHTLY BETWEEN GLASGOW, LIVERPOOL AND BOMBAY.

CALLING AT NAPLES ON THE HOMEWARD JOURNEY.



THE following or other First Class Steamers of the Anchor Line will sail from Bombay as under :—

	Tons.	H.P.	From Bombay.
CASTALIA	2,209	424	November 10.
ITALIA	2,245	424	,, 24.
OLYMPIA	2,059	424	December 8.
INDIA	2,289	500	,, 22.
MACEDONIA	2,272	486	At
TRINACRIA	2,107	424	fortnightly
EUROPA	2,277	424	intervals.

RATES OF PASSAGE MONEY.

To Naples ..... Rs. 400
To Liverpool ..... ,, 500

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have their heavy baggage taken on to Liverpool without any extra charge.

Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance, and tender any information required by the Passengers.

Passengers booked and cargo engaged in connection with the Trans-Atlantic Service from London and Glasgow to New York.

For Passage, &c., apply to

W. & A. GRAHAM & Co.,
Bombay, October 24, 1877. Agents.

ANCHOR LINE.

S. S. EUROPA

WILL SAIL on WEDNESDAY, the 31st instant, for LIVERPOOL via Kurrachee and Naples.

For passage, &c., apply to

W. & A. GRAHAM & Co.,
Bombay, October 24, 1877. Agents.

NOTICE.—ANCHOR LINE, INDIAN SERVICE.—CONSIGNEES of CARGO, per S. S. CASTALIA, are hereby informed of the Steamer's ARRIVAL from GLASGOW and LIVERPOOL, and are requested to present their BILLS of LADING, and to TAKE DELIVERY of their respective GOODS without delay.

W. & A. GRAHAM & Co., Agents.

HOTELS.

THE CHOWK HOTEL, MATHERAN.

THE above HOTEL is now OPENED.

JEEWANJEE & Co.

Matheran, 22nd September 1877.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :—

	Vessels.	Tons.	H.P.	Captains.	
(*a*)	KHIVA	2959	450	G. Lee	5th Nov.
	DECCAN	3429	550	J. D. Gaby	12th do.
(*a*)	SURAT	3141	530	G. C. Barne	19th do.
	BANGALORE	3063	500	N. W. Haselwood	26th do.
(*a*)	AUSTRALIA	3663	600	J. S. Murray	3rd Dec.
	TRAVANCORE	1900	350	W. Barratt	10th do.
(*a*)	MIRZAPORE	3763	600	A. Parish	17th do.

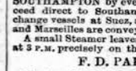
Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (*a*) proceed direct to Southampton ; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer leaves the New Dock Head at MAZAGON, at 3 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay, 4th October 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA AND JAPAN.



THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta :—

Vessels.	Tons.	H.P.	Captains.	
TEHERAN	2580	400	A. H. Johnson	13th Nov. at 3 p.m.
GEELONG	1835	250	C. Fraser	27th Nov. do.
CHINA	2016	400	T. Alderton	11th Dec. do.
ZAMBESI	2431	570	A. Symons	25th Dec. do.

F. D. PARKER,
Bombay, 2nd October 1877. Acting Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle) :—

Vessels.	Tons.	H.P.	Captain.	
SIAM	3500	500	G. R. Hector	9th Nov. at 3 p.m.
ASSAM	3033	500	N. Stewart	7th Dec. do.

F. D. PARKER, Acting Superintendent.

Bombay, 2nd October 1877.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & Co.

THIS DAY, WEDNESDAY, the 31st instant, Messrs. NUSSERWANJEE, CULLIANDASS & Co., will sell by Public Auction at 2 o'clock p.m., at their room, Meadow Street.

2 cases dressing glasses.
4 cases papers.
4 cases towed.
On account of the concerned.
V B § 1/5—5 cases ham in canvas.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 31st October 1877.

CRAWFORD AND COMPANY.

2, MARINE STREET, BOMBAY.

SALE OF SALT PANS, known by the name of Angoorlee Agar and Khoosh Agar, at Trombay, in Salsette.

THIS DAY, WEDNESDAY, the 31st inst, at 4 p.m., Messrs. CRAWFORD & Co. will sell by Public Auction, at their rooms, by order of the mortgagee Mr. Jugjeewandass Nanabhoy, and on account and at the risk of the Mortgagor Shreedhur Balcrishna Sett, in pursuance of the power of sale given in the indentures of mortgage and 2nd mortgage, dated the 15th day of June 1871 and 24th day of February 1872, respectively. All that two pieces of ground or salt pans, situate at Trombay in the Zilla of Tanna, containing by admeasurement 3,08,060 square yards or 77 acres and 9 goontas or thereabouts which said two salt pans are called or known by the name of Angoorlee Agar, and Khoosh Agar, and the said Angoorlee Agar is bounded on the east by the sea, on the west by the Agar Nowkhar, on the north by the sea, and on the south by the said Khoosh Agar, and the said Khoosh Agar is bounded on the east by the sea, on the west by a portion of the Khoosh Agar belonging to Dadabhoy Parsee, on the north partly by Nowkhar and partly by a portion of the said Angoorlee Agar, and on the south by the sea.

For further particulars and conditions of sale, application may be made to the undersigned.

CRAWFORD & Co.

Bombay, 31st October 1877.

MEHRJEE, JOHNSTON AND Co.

AUCTION SALE of Valuable and Handsome French-Polished and richly carved household furniture, best plated rich crockery, and star-pattern glassware, bazatelle table, double barrel gun, (if not previously disposed off by private contract) a handsome English built open carriage and harness, a pair of handsome bay serviceable horses, and a grey charger, child's pony, sets of harness, &c., &c., at the "Crow Nests," No. 104, Breach Candy.

TO-MORROW, THURSDAY, the 1st November 1877, at 1 p.m. Messrs. MEHRJEE, JOHNSTONE and Co. are instructed to sell by Public Auction, at the above place, the whole of the valuable and handsome household furniture, &c. &c., the property of R. COUSIN, Esq., Civil Engineer (proceeding to Europe) and another gentleman, the same comprising richly cut star pattern glassware, handsome dinner, dessert and tea services, best plated ware such as sets of dish covers, spoons and forks, table cutlery, fish knives and forks in mahogany case for 12 persons, tea and coffee sets, hot water dishes, ice pitcher, cruet, pickle, liquor and egg frames, salvery bread-basket, jampot, table, chamber and piano candle-sticks, handsome French-polished and richly open-carved household furniture such as set of 4 dining table with round ends to form a circular table sideboards, whatnots, dumb waiters, mallet and Madras pattern chairs, cirbular, pier, card, sofa, and lady's writing tables, easy, drawing, foling and lady's low chairs, conversation and reclining sofas, chiffoneers, teapoys, circular footed and teapoys with marble tops, Tucker's 4-light hanging argand lamp, table hanging and reading lamps, handsome 14-day clock, bagatelle board on richly carved stand with balls and cues, one double barrel gun in case with fittings by Pritchett, pistol, handsome parian and Dresden figures, garden pots and vases, powerful opera glass, telescope, hat stand, folding partition, single and double screens, rich English and durget hall carpets, handsome 4-post bead-steads complete, camp-cot, baby cradle, single and double toilet tables with fittings, wardrobe, chests of drawers, clothes press, gown stand, bath tub, cement safe, &c., &c.

Catalogues are published and the property is on view.

MEHRJEE, JOHNSTON & Co.

Bombay, 31st October 1877.

NEW ADVERTISEMENTS.

D. S. KEMP & Co.

SILVER PRIZE MEDAL 1873.
PRICE LIST, WHOLESALE AND GENERAL, FURNISHED ON RECEIPT OF CARD.

SPECIAL IMPORTS.

NORWAY COD LIVER OIL.—The Oil of this season is of exceptionally fine quality. Our supplies, which are from one of the largest producers, have just arrived and surpass in quality those of former years.

Per Pint Re. 1-4 ; Per Dozen Rs. 12.

MELLIN'S FOOD FOR INFANTS.—Our method of preserving this food (and all other perishable goods), from damp ensures its freshness. We are now prepared to supply any quantity.

Per Bottle Re. 1 and Re. 1-12.

VAN HOUTEN'S PURE SOLUBLE COCOA.—The purest and most wholesome Cocoa manufactured. It is free from fatty matter.

Per Tin Re. 1-8.

NESTLE'S MILK FOOD FOR INFANTS.—Made in Switzerland. Requires the addition of cold water only.

Per Tin Re. 1-4.

DARBY AND GOSDEN'S FLUID MEAT.—Not an Extract but the meat itself reduced to the semi-fluid state. A most valuable nourishment for exhausted patients.

Per Jar Rs. 2-8.

PEPTONE OF FLESH.—Pure meat artificially digested by the aid of pancreatic juice ; now much in use in continental practice. Taken in chocolate or madeira.

Per Vial Rs. 3.

ELIXIR OF HEMEDESMUS.—Indian Sarsaparilla. Of the Verapoly Mission : prepared under the careful supervision of the Carmelite Friars. A liqueur of very efficient alterative properties, strongly recommended in cases where Sarsaparilla is indicated and said to produce most remarkable curative effects. We are the sole agents for this Elixir.

Per Pint Stone Bottle Re. 3.

DR. BRIGHT'S PHOSPHODYNE.—The remedy so much recommended for nervous exhaustion and decay and all complaints arising therefrom being a combination of unoxidized Phosphorus with Quinine.

Per Bottle Re. 5.

PETTIT'S EYE SALVE.—A preparation of remarkable efficacy in sore eyes, and in weakness of vision if caused by film or any affection of the surrounding parts. Is also a most effectual cure for piles.

Per Packet Re. 1.

TAMAR INDIEN.—A cure for constipation ; an aperient extract in bon-bon form. Readily taken by delicate patients.

Per Packet Re. 1-12.

BAILDON'S SEA SALT.—Affording a bath of sea water in a few minutes.

Per Packet of 7 lbs. Re. 1.

NURSERY LAMPS.—In Japanned tin, for heating food, water, &c., may be used suspended or standing, serve as night lights while in use. The lamp is adapted for oil but may be replaced by a spirit lamp. Each Rs. 4-8.

Spirit Lamp, extra Re. 1-4.

GROUT'S PATENT FOOD WARMER.—This convenient and elegant little vessel will keep a feeding bottle and its contents warm without any attention for twelve hours. It is not fragile and is well adapted for travelling. With two compartments, Rs. 3-8.

Three Compartments Re. 10.

POND'S EXTRACT OF HAMAMELIS.—The new external remedy for all skin and muscular complaints.

Per Bottle Re. 1.

SASSOON HOUSE, BOMBAY.

NEW ADVERTISEMENTS.

TOWN HALL.

MADAME CARLOTTA TASCA
BEGS TO ANNOUNCE THAT SHE WILL GIVE A GRAND
VOCAL AND INSTRUMENTAL
AFTERNOON CONCERT,
FRIDAY, THE 2ND NOVEMBER.

DOORS OPEN AT 5 :
COMMENCE AT 5-30 P.M.
Plan at Soundy & Co.

STEAM TO ADEN, SUEZ, AND THE WESTERN PORTS OF ITALY.

(VIA SUEZ CANAL.)

NOTICE—The Italian Mail Steamer ARABIA, Captain G. B. SERRA, will sail as above on THURSDAY, the 1st November, at 10 a. m. Passengers are requested to be on board at 9 a.m.

C. GRONDONA,
Agent, Rubattino S. N. Company.

NOTICE.

CONSIGNEES of CARGO per Steamer NELLIE MARTIN, FOX, Commander, from LIVERPOOL, are requested to SEND their BILLS OF LADING and DELIVERY ORDERS for our countersignature, and to TAKE DELIVERY of their respective GOODS without delay.

No claims of any kind will be admitted under any circumstances, unless passed by the Captain before departure of the vessel.

R'TCHIE, STEUART & Co.,
Bombay, October 29, 1877. Agents for Captain.

NOTICE is hereby given, that our Office, and that of the PHŒNIX FIRE INSURANCE COMPANY have been THIS DAY REMOVED to No. 5, CHURCH GATE STREET, FORT.

JOHN CAMPBELL & Co.,
By their Attorney,
N. M. PANDAY.

Bombay, October 30, 1877.

SPORTING AMMUNITION.

CAPS.	SHOT.
CARTRIDGES.	WADDING.
POWDER.	SUNDRIES.

NEW MATERIALS AND APPLIANCES
Of every description
IMPORTED, ON INTRODUCTION TO HOME USE.
Detailed priced Catalogue on application.

TREACHER & COMPANY (LD.)

CIGARETTES.

	Cash.
COPE'S "BOUQUET" & "PEERLESS," per box of 100 .. Rs.	2 10
WILLS'S "PASSING CLOUDS," per box of 100	2 10
REAL TURKISH, made from the finest selected Tobacco, with and without mouthpieces, per box of 100	2 10
Do. do. do. per box of 50..	1 8
Do. do. do. do. 24..	0 12

TREACHER & CO., (LD.)

REAL AMERICAN
"SQUEEZER" PLAYING CARDS,
Best quality, of the strongest material, and being highly finished on both sides, they slip readily when handled.

An important feature is that by reference to the "INDICATORS" in the corners all chance of making a mistake in the hand is avoided, as such "Indicators" show the Suit and Size. This allows of the hand being compressed into a very small space, and hence the name "SQUEEZERS." The "Indicators" are in addition to the ordinary pips, made to run both ways.

	Cash.	Credit.
"Squeezers" with round corner...per pack	Re. 1 8	Rs. 1 12
,, ,, ... ,, doz. packs	17 0	19 0
,, ,, gilt edged ... ,, pack	1 12	2 0
,, ,, ,, ... ,, doz. packs	20 0	22 8

CONSIGNMENT JUST UNPACKED BY
TREACHER & COMPANY (LD.),
BOMBAY, BYCULLA, AND POONA.

QUININE ÆRATED TONIC WATER,
First introduced into this market by TREACHER & Co. (LIMITED), and prepared at their
ÆRATED WATER MANUFACTORIES, BYCULLA AND POONA,
is supplied largely to the P. & O. Steamers, Clubs, and Messes of Western India.

The numerous imitations of this refreshing and invigorating Water, combined with the constantly increasing sale, testify to the appreciation in which it is held by the Public.

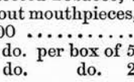
Per dozen, Cash Re. 1

TREACHER & Co., LIMITED.

TREACHER & CO. (LIMITED).

THE Company's Wholesale QUARTERLY PRICE CURRENT of DRUGS, CHEMICALS, SURGICAL INSTRUMENTS, &c, &c., is being issued from the Press, and will be sent free on receipt of Professional or Business Card.

TREACHER & CO., LIMITED.



BY APPOINTMENT,
CHEMISTS, &c.,
TO H. E. THE GOVERNOR.
BOMBAY, BYCULLA AND POONA.

SPECIAL SHORT ADVERTISEMENTS.

The scale for those Advertisements is as follows :—Not exceeding 3 lines, Re. 1 ; each succeeding line 8 As. No trade advertisements are admitted under this scale.

BONA FIDE AUCTION SALE of Mr. G. INGLE'S FURNITURE TO-DAY, at 1 o'clock, at No. 144, Middle Colaba, opposite the Post Office Chowkey.

TASMANIA JAMS are now READY for DELIVERY. Apply EARLY to W. J. ESSAI, Forbes Street, Fort.

FOR SALE, a DOGCART, built by WINDOVER, and in excellent condition. For further particulars, apply to "P." care of this Office.

FOR SALE, a small, light, well-built BAROUCHE, nearly new and in thorough order. Apply to C. STEPHENS and SONS, Churney Road.

FOR SALE, a LIGHT and FASHIONABLE PHAETON with a pair of YOUNG BAY ARAB HORSES, 14-2½, very fast going and sound, can be used singly. Apply to "X." care of this Office.

WANTED, by a Merchant, a competent person who understands Mercantile business and can speak French, English and Hindustanee. Apply at United Service Refreshment Rooms, Hummum Street No. 9.

LODGE CALEDONIA, No. 490 S.C.—There will be a MEETING THIS EVENING at 6-30 p.m., at the New Masonic Hall, Nesbit Lane, (called the Nabob's Bungalow) Byculla. J. HY. HAUSHEER, Treasurer and Acting Secretary. October 31, 1877.

THE Rev. J. F. ROW will deliver a Lecture on "THE DIVINITY OF CHRIST," in the Rooms of the YOUNG MEN'S CHRISTIAN ASSOCIATION, on FRIDAY, 2nd November, at 8 p.m. All are invited.

E. H. AITKEN, Honorary Secretary.

A VERY handsome selection of CHRISTMAS CARDS, JUST RECEIVED. J. PEARSE, 22, Apollo Street, Fort.

TREACHER & COMPANY, LIMITED,

BOMBAY AND POONA.

JEWELLERS, &c.

BY APPOINTMENT.

THIS Department of the Company's extensive business receives special care and attention from the management, who confine their dealings to the FIRST CLASS LONDON MANUFACTURE AND QUALITY ONLY, for which the Company have been so long and so favourably known.

By the careful selection of novelties characterised by elegance, neatness, and taste, they trust to confirm and extend the large connection with which they have been favoured during the past FIFTY YEARS.

The wide and varied nature of the Company's business, combined with a large capital, enables the management to offer an extent of selection at prices which no House CONFINING THEIR TRANSACTIONS TO THIS DEPARTMENT can compete with.

BRACELETS,
Worked Gold, or set with Jewels, in a variety of elegant designs, Rs. 60, 70, 75, 85, 100 to 1,000.

BROOCHES,
Worked Gold or Jewelled, with and without Pendants, from Rs. 30, 50, 55, 70, 80, 90, 100 to 300.

EARRINGS,
Plain Gold, or elegantly Worked and Jewelled, Rs. 10, 15, 20, 30, 40 to 300.

SUITES OF BRACELET, BROOCH, AND EARRINGS ;
Worked Gold or Jewelled,
Rs. 120 to 650.

DEMI-SUITES OF BROOCH AND EARRINGS ;
Rs. 60 to 500.

LOCKETS,
Plain Gold, or Jewelled ;
Of the best London manufacture, in the newest designs, each at Rs. 22, 25, 27, 30, 35, 40, 45, 50, 56, 60, 65, 70, 75, 80, 90, 100, 120, 125, 130, 140, 160, 170, 180 and 200.

LOCKET NECKLETS,
Plain Gold, or Jewelled ;
Of the best London manufacture, in the newest designs ; in cases complete, at
Rs. 45, 50, 54, 60, 80, 90, 100, 120, 200, 250 and 300.

NECK CHAINS,
For suspension of Lockets, at
Rs. 25, 30, 32, 35, 40 45, 50, 60, 70, 80, 100, 112, 120, 125 and 130.

WATCH CHAINS,
Ladies' Victoria and Gentlemen's Albert, in the newest Designs.
Rs. 70, 80, 90, 100, 120, 130, 150 to 250.

CHARMS FOR THE WATCH CHAIN,
various and curious,
from Rs. 5 upwards.

PEN AND PENCIL CASES ;
Spiral, Spring and Telescope, in a variety of handsome patterns
Rs. 14, 20, 25, 28, 30 to 120.

LADIES' JEWELLED RINGS.
Half Hoop or Gipsy (Jewelled Guard)
A very beautiful assortment,
Rs. 18, 20, 25, 30, 40, 45, 50, 60, 70, 80, 90, 100, 120, 130, 140, 150, 180, 200, 225, 250, 270 and 300.

"ENGAGED" RING,
At Rs. 40, 45, 50, 55, 60, 70, 80, 90, 100, 115, 130, 135 and 150.

"GUARD" RINGS,
Rs. 10, 11, 12, 13-8, 14, 15, 16, 18, 19, 20, 21, 24 and 25.

WEDDING RINGS,
"Victoria" and "Alexandra,"
At Rs. 12, 16, 18 and 20.

GENTLEMEN'S RINGS,
Plain Gold, or Jewelled ; Rs. 18 to 2,000.

BREAST STUDS,
Plain Gold, or Jewelled, in sets of three, at
Rs. 15, 18, 20, 25, 27, 30, 40, 45, 65, 75, 80, 90, 135, 150 250, 270 and 300.

COLLAR STUDS,
Plain Gold, or Jewelled ;
At each Rs. 7-8, 8-8, 9, and 10.

SLEEVE LINKS,
Plain Gold, or Jewelled ; at per pair,
Rs. 16, 18, 22-8, 25, 27, 28, 30, 33, 36 and 40.

SUITES OF STUDS AND LINKS,
Plain Gold, or Jewelled ;
In Morocco cases, containing each
1 Collar Stud, 3 Breast Studs, 1 Pair Links, at
Rs. 45, 50, 56, 58, 65, 75, 80, and 90.

SCARF PINS,
Worked Gold, Crystals, or Jewelled,
Rs. 10, 20, 25, 30, 40, 50, to 1,000.

SCARF RINGS,
A variety of pretty patterns,
Rs. 20 to 100.

MOURNING JEWELLERY,
Studs, Bracelets, Necklets, &c.

TREACHER & COMPANY, LD.,

BOMBAY, BYCULLA, AND POONA.

THE BEST INDIAN TEA OF THE SEASON.

THE CHEAPEST INDIAN TEA OF THE SEASON.
APOLLO STREET, APOLLO HOUSE.
INDIAN TEA MART,
OPENED BY MR. M. H. MAJOO,
(LATE PARTNER MORTON & Co.)

KANGRA VALLEY TEA from some of the best Plantations.
KANGRA VALLEY TEA of the purest quality.
KANGRA VALLEY TEA of excellent flavour.
KANGRA VALLEY TEA at the lowest rates.

Tea in 1, 2 and 4 lbs. Canisters.	From 1 lb. to 15 lbs.	From 15 lbs. and upwards.
	Rs. As.	
Orange Pekoe, Extra Fine	1 12	Five per cent. discount.
Orange Pekoe	1 8	
Pekoe, Extra Fine	1 8	
Pekoe, Souchong, Extra Fine	1 6	
Souchong, Extra Fine	1 4	
Imperial Family Mixture	1 0	
Fragrant Congou	0 14	

LIBERAL DISCOUNT TO WHOLESALE BUYERS.

H. M. MAJOO & Co.,
APOLLO STREET, APOLLO HOUSE.

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SOUNDY AND Co., BOMBAY.

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(Near the Esplanade Hotel,)
ALSO AT
CALCUTTA AND SIMLA.
STUDIO FOR PORTRAITURE OPEN DAILY FROM 9 A.M. TILL 4 P.M.
INDIAN SCENERY.

Messrs. BOURNE and SHEPHERD'S collection of Photographs of Indian Scenery is the LARGEST and BEST existing. These Photographs represent Scenes in Cashmere, N. W. Provinces, the principal Hill Sanitaria, the snowy ranges of the Himalayas, Nellgherries, Southern India, Ceylon, Calcutta, Bombay Presidency, Rajpootana and Burmah.

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A handsomely-bound Album containing 30 large Views of Architectural Remains, and beautiful Scenery in Rajpootana, with copious Letter-press Description by J. Burgess, Esq., F.R.G.S., M.R.A.S. Price per copy—Rs. 100.

N.B.—The above volume would be very suitable for Presentation to Friends at Home.

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Portraits painted in Oil or Water Colour, from the smallest Miniature up to the size of Life.

"CARTES" of European and Anglo-Indian Celebrities, Native Chiefs and Native Characters, From Cases and Albums in great variety always in stock.

August 1st, 1875. 10, Rampart Row.

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Buckle and Strap Pattern Jewellery,
Always pretty, always fashionable.

BROOCHES, EARRINGS, BRACELETS,
Tiger Claw Jewellery of the best finish and new designs.

Oak and Silver Goods,
Biscuit Boxes, Peg Tumblers, Spirit Stands, Sherry Barrels, and Cruet Frames. Sets of Saltcellars—2, 4 and 6 in case.

Novelties in Breakfast Cruet Frames,
"The Pump," "The Sheep." "The Cock," "The Elephant," "The Champagne Bottles," "The Vines," from Rs. 20 upwards.

Badminton Prizes,
For Badminton Tournaments.
Goblets, Flower Vases, Cruet Stands, Toast Racks, Inkstands, the designs of which are worked up from Battledores and Shuttlecocks.

Silver Articles for Presentation,
Handsome sets of Wedding Beakers in velvet cases.

Quaint Muffineers in Cases,
Sets of "Owls," "Barrels," "Monkeys," &c.

The above form pretty and inexpensive presents.

6th October, 1877. RAMPART ROW.

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Agents to W. H. Harton & Co., of Calcutta.

ANSELL, FLETCHER & CO.,

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THE ONLY EUROPEAN AUCTIONEERS IN BOMBAY.

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ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order at moderate prices.

Specimens may be seen at the "BOMBAY GAZETTE" Office.

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AGGREGATE GUARANTEE CAPITAL £3,000,000.

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Claims settled in Bombay promptly by
KNOOP & Co., Agents.

ALWAYS ON HAND,
AT
P. GRANT AND SON'S,
2, RAMPART ROW, BOMBAY,
SADDLERY AND HARNESS
OF EVERY DESCRIPTION.
WHIPS, SPURS,
AND
MILITARY ACCOUTREMENTS.

CURSETJEE EDULJEE,
JEWELLER,
56, BREACH CANDY ROAD, OPPOSITE CHEE A BAZAR, BOMBAY.

FOR forty years patronised by European and Native Princes and Chiefs, the Viceroys of India, and their Councillors, the Lieutenant Governors and the Governors of the several Presidencies, Members of the several Public Services, Merchants, &c., &c. Amongst these may be mentioned their Royal Highnesses the Prince of Wales and the Duke of Edinburgh, Lord and Lady Mayo, the Duke of Sutherland, Lord Kildaire, Sir Bartle Frere, Sir S. Fitzgerald, the Hon'ble M. R. Westropp, the Hon'ble J. Gibbs, the Hon'ble A. R. Scoble, the Hon'ble J. Kemball, &c. The highest testimonials are given by these and other gentlemen

SIMILIA SIMILIBUS CURANTUR.

LEATH AND ROSS'
HOMŒOPATHIC MEDICINES.

	Cash Prices.
GLOBULES ..... per bottle	12 as.
PILULES ..... ,,	12 as.
TINCTURES ..... ,,	12 as.
ALSO	
CAMPHOR PILLS ..... ,,	14 as.
NEURALINE, for Neuralgia ..... per bottle	14 as. and Rs. 2

FRESH CONSIGNMENTS CONSTANTLY RECEIVED BY
TREACHER & CO., LIMITED,
BOMBAY, BYCULLA, AND POONA.

PRIZE MEDAL INTERNATIONAL EXHIBITION LONDON, 1874.

COMMERCIAL INTELLIGENCE

TUESDAY EVENING, 30TH OCT. 1877.

WITH very quiet telegrams from home and the near approach of the Dewali holidays business to-day has been particularly dull, and we have scarcely heard of a transaction of any kind.

Consols in London yesterday advanced from 96⅜ to 96½—which we may take as an indication of increased ease in money—and French Rentes remain at 106¾.

The London General Produce markets were unaltered with the exception of a rise of 5s. per ton in Cochin Cocoanut Oil, and arrival quotations for Wheat were unchanged. In Seeds, Reuter quotes an advance of 3s. per quarter in Bombay Linseed ex-Warehouse, and a decline of 6d. per quarter in Bombay and Calcutta Rapeseed ex-Warehouse and 6d. to 9d. in Calcutta Rapeseed to arrive.

Piece Goods in Manchester yesterday were flat, and the Liverpool Cotton Market closed unchanged, although Surats were said to be firm. The day's sales were only estimated at 8,000 bales and spot prices were unchanged, but Reuter reports business to arrive in G. F. Dholleras with the F. F. clause October shipment *via* Canal at 5 7-16d. per lb., which is 1-16d. under what the Cotton is worth on the spot, and equivalent only to the net cash and freight price here.

This appears to indicate anticipations of lower rates, and futures at the same time were 1-16 cent. lower in New York yesterday, but the fact remains that the visible supply is nearly 30 per cent. under the same time last year while the American Receipts continue to lose ground daily—features which must have an effect on prices at no distant date.

Yesterday's telegram from New York quotes ready Mid-Uplands at 11¼, January shipment at 11 cents per lb. The Receipts at the ports are as follows :—

	1877.	1876.	1875.
Two days' Receipts.....	34,000	44,000	37,000
Three days' do.	61,000	72,000	57,000
Total since 1st Sept.....	617,000	832,000	795,000

Bar Silver in London is still quoted by Reuter at 54¾d. per oz. and this appears to be confirmed by private advices.

STERLING EXCHANGE to-day has been quiet in the extreme, not a single transaction is reported and rates remain as quoted yesterday, say :—

Bank Bills on demand	Rs. 9 1-16d.	per Rs.
Do. at 6 months' sight .	Rs. 9 9-16d.	,,
Credits ,, 3 ,, ,,	Rs. 9 9-16d.	,,
Documents ,, 3 ,, ,,	Rs. 9 9-16. to ⅝d.	,,

On Calcutta we have not heard of any business and we still quote nominally 3/16 premium for demand, and 1 per cent discount for 60 days' sight.

GOVERNMENT PAPER is steady but inactive, and values are unchanged at :—Fours Rs. 94 ; Fours-and-a-half Rs. 94½ ; Fives-and-a-half Rs. 101⅝ to ¾.

The SHARE MARKET has shared in the general quietness, and we are not likely to see much speculation now until after the holidays. Transactions have been remarkably few, and the only alterations in our list of quotations are an advance of Rs. 5 in Bombay Hemp and Jute Mill and a decline of like extent in Dharumsey Spinning.

COTTON on the spot is quiet, but prices are maintained by the steady buying of the local mills. In New Crop for future delivery we have not heard of any fresh transactions, buyers being apparently disinclined to operate further at the rates quoted yesterday. Arrivals are becoming somewhat more liberal, the quantity received during the past four days being 2,500 bales.

LINSEED.—Fair arrivals are now coming to hand and a steady business is being done at Rs. 6-8 to Rs. 6-9 per cwt. For future delivery of New Crop we hear of purchases at Rs. 6-3 per cwt. RAPESEED is quite nominal at Rs. 7-8 per cwt, and in WHEAT there is nothing doing for export, the quality of the stuff coming to hand being most inferior.

FREIGHTS are quiet and unaltered. For Liverpool *via* Canal 30s. per ton remains the standard quotation and by sail there is nothing doing homewards.

PIECE GOODS are flat at unchanged prices. Dealers are only operating to a retail extent and business may be considered as virtually over until after the holidays.

COALS remain unaltered, dull on the spot, but firm to arrive owing to the absence of sellers. The cargo of Davison's West Hartley per Lanarkshire, July sailing, has changed hands at Rs. 17½ per ton.

BOMBAY BILL AND STOCK LIST.

BANKS.

Banks.	No. of Shares.	Nomi Value p. sh.	Paid up.	Last Divi-dend.	Cash. Rates per Share.
		Rs.	Rs. p. a.		
Agra Bank	100,000	100	all	6 p. ct	121
Bank of Bengal	40,000	500	all	6 do.	700
Bank of Bombay	20,000	500	all	12 p. ct.	693
National Bank of India.	10,000	500	all	6 do.	105 xd
Bank of Madras.....	60,000	250	all	10 do.	665

SPINNING AND WEAVING COMPANIES.

Albert Mills	400	2,000	1,700	..	900
Alexandra S. and W. Co.	1,250	all	50	p.a*	1,410
Alfred Mills Co.....	250	1,000	800	p.a.	1,300
Alliance Spinning.....	500	2,500	all	125 p.a.	2,350
Anglo-Indian S. and W. Company	30,000	100	100	..	87
Bhowmagur M. and P. Company	300	2,000	40	p.a.	1,550
Bombay United.....	900	1,000	all	45 p.a*	1,045
Bombay Hemp and Jute Mill Company.....	2,000	300	all	15 p.a*	255
Broach Mills	1,800	100	all	10 p.a*	117½
Colaba S. and W. Co. .	900	1,000	all	40 p.a*	900
Coorla S. and W. Co. ..	1,000	1,000	all	60 p.a*	965
Central India S. and W. Company	2,500	500	450	..	630
Dharumsey Spinning ..	2,000	1,000	all	35 p.a*	925
Fleming S. and W. Co..	1,500	1,250	all	50 p.a*	1,200
Great Eastern.....	1,400	1,000	all	50 p.a*	1,200
Hindustan S. & W. Co..	875	1,000	all	40 p.a.	1,030
Hydrabad S. and W. Co.	700	1,000	1,000	..	900
Jeevraj Balloo Mills	750	1,000	all	55 p.a*	999
Khandeish Spinning ..	2,500	1,000	all	60 p.a*	1,200
K. Mancherjee S. & W. Co.	1,000	1,000	all	30 p.a*	900
Madras Spinning	300	1,250	all	Nil	850
Madras U. Spinning....	425	1,000	all	80 p.a*	1,175
Manchester & Bombay S. and W. Co.....	30,000	50	50	..	22½
Mandvie S. and W. Co...	1,200	500	all	..	260
Mancokjee Petit's.....	2,500	1,000	all	60p.a*	1,300
Morarjee Spinning	1,045	1,000	all	60 p.a*	1,290
Managon S. and W. Co..	2,000	5,000	..	..	280
National S. and W. Co. of India.....	950	1,000	all	..	960
Neriad S. and W. Co....	400	1,000	all	..	850
Oriental Press Manufacturing Co., Ld.....	600	2,000	all	..	850
Nursey S. and W. Co....	2,500	400	all	20 p.a*	360
Oriental	1,000	625	all	45 p.a*	750
Princeof Wales Spinning	600	1,250	all	75	1,125 xd
Sassoon S. & W. Co.....	1,500	1,000	all	..	850
Soondercdas Spinning ..	600	1,000	all	50 p.a.	860 xd
Do do. ½ Share..	600	1,000	125	p.a.	205
Sholapore S. and W. Co.	500	1,000	all	..	990
Victoria Mills	500	1,000	all	..	..

*Per Share for the half-year

SHIPPING INTELLIGENCE,
AND LISTS OF PASSENGERS BY SEA.

THE SHIP BEANN HAMBA, 1,358 tons, Captain M. R. Thompson, will sail to-day for Calcutta with a general cargo.

THE SHIP VANORA, 729 tons, Captain Iucestor, which arrived in harbour on the 29 h instant from Liverpool (June 25th), brought a cargo of 1,033 tons coals. The vessel is consigned to Messrs. Nicol and Co.

THE ANCHOR LINE *s. s.* EUROPA, 1,737 tons, Captain J. Harris will sail to-day for Liverpool *via* the Suez Canal, with a general cargo, and the following passengers :—Mr. C. Patterson, Mrs.' S. Sellham, and two deck passengers.

THE B. I. S. N. Co's *s.s.* AVA, 1709 tons, Captain H. T. Dickenson, arrived in harbour on the 29 h instant from Coast and Calcutta, with a general cargo, and the following passangers :—

Mr Molecey Lieut and Miss Henry, Mr Spens, Lieut Clarke, Mr Mr Anderson, Surgeon Guard, 138 time expired men, and 62 deck passengers.

THE ARCH DRUID, 811 tons, Captain A. Carmichael, which arrived in harbour on the 29 h instant from Liverpool (September 21st), *via* Malta and the Suez Canal, brought the following cargo :—223 bales twist, 28 packages cork, 511 packages piece-goods, 12,278 bars and 2,488 bundles iron, 104 packages glassware, 34 packages earthenware, 3,519 bundles iron hoops, 478 kegs nails, 50 packages sulphate of copper, 150 barrels sulphur, 50 boxes soap, 63 cases slates, and 40 sundry packages merchandise. The vessel is consigned to Messrs. David Sassoon and Co.

DEPARTURE OF THE CHINA MAIL.

THE P. AND O. Co.'s *s. s.* THIBET, 1,671, tons, Captain J. H. Torbett, sailed yesterday for China and other ports with 2,6934 chests of opium and general cargo.

ARRIVALS.

Oct.	Vessels.	Commanders.	From.
29	Ava (s)	Dickenson ...	Calcutta, Oct 5.

DEPARTURES.

Oct.	Vessels.	Commanders.	Destination.
30	Doudemona	Towill	Kurrachee.
	Thibet (s)	Turback	China, &c.

The following vessels obtained their port clearances yesterday :—
Steamer Europa, Harris, to Liverpool.
Ship Beaun Uamah, Thompson, to Calcutta.

The following vessels were entered out for loading yesterday :—
Steamer Umballa, to Kurrachee.
Steamer August, to Jeddah and Hoodooda.

MADRAS.

ARRIVALS.

Oct.			
28	Salina	.....	Queenstown.
	Tongoy	.....	False Point.
	Umoola	.....	Natal.
27	Mansam (s)	.....	Calcutta.
	Oriental (s)	.....	Bombay.
	Rose	.....	Gnjam.

DEPARTURES.

Oct.			
26	Marie	.....	Balasore.
	Mahratta (s)	.....	Bombay.
27	Lincelles	.....	Trincomallee.
	St. Anne	.....	Calcutta.
	D. of Buccleuch (s).	.....	London.
	Meinam (s)	.....	Pondicherry and Galle.

DAILY IMPORTS.—OCTOBER 30.

FROM LIVERPOOL.

Zerbino s—29 packages glass-ware, Pallonjee Pestonjee.
Marmora s—300 bundles hoop iron, Tyabelly Essoofally ; 400 bundles nail rod iron, Ramchunder Mahadew and Co.
Guy Mannering s—15 cases varnish, Rustomjee Sorabjee and Co.

FROM LONDON.

Teheran s—20 boxes brass sheet and 2 cases blacking, Esmaljee Essoofbhoy.
Deccan s—4 cases black cochinial, Asper Mataneul ; 50 casks cider, Benn, Ashley and Co.

FROM TRIESTE.

Achilli s—2 cases tobacco, J Neuberg.

FROM GENOA.

Arabia s—150 boxes brandy, Shapoorjee Rustomjee Sookhia ; 19 cases writing paper, Framjee Ardaseer Davur.

DAILY EXPORTS.—OCTOBER 30.

FOR LIVERPOOL.

Cristalia s—4,800 cwts wheat, Finlay, Scott and Co : 4,500 cwts linseed, George, Lockhart and Co.

FOR LONDON.

Madras s—975 cwts myrabollams, Soonderdass Damodhur ; 1,750 cwts rapeseed, Killick, Nixon and Co ; 17 bales hides, Sallaymahamed Goollamhooses ; 450 cwts myrabollams, Joosub Lutiff ; 4 bales woolen carpets, Allarackia Nuthoo ; 7 cases chundroos, Versechhoy Vully ; 901 packages wet dates, Purdhan Sewjee.
Khiva s—253 cwts mother o' pearl shells, Nessesehhoy Ganjee ; 1,200 cwts rapeseed, Finlay, Scott and Co ; 6 bales hides and 11 bales skins, P and O S N Co ; 1,600 cwts wheat, Hurrydass Gangjee ; 8 cases fahmaws, and 10 cases mother o' pearl shells, Rumbully Allyruza ; 140 bags mother o' pearl shells, Allymahamed Hasum ; 9 cwts Indian rubber, Tharia Topen ; 17 cases olibanum, 12 cases chundrooze, and 15 cases mother o' pearl shells, Peerbhoy Assur.

FOR ANTWERP.

Cydonia—1,947 cwts linseed, Finlay, Scott and Co.

FOR MARSEILLES.

Deccan s—53 bales silk cocoons, P and O S N Co ; 2,100 cwts rapeseed, Knoop and Co.
Arabia s—205 cwts rapeseed, Knoop and Co.
Achilles s—2,169 cwts rapeseed, Rolli Brothers.

FOR TRIESTE.

Deccan s—242 barrels coffee, P and O S N Co.
Archilles s—550 bales cotton, Peel, Cassels and Co ; 100 bales cotton, G Reifferscheid and Co ; 1,250 bales cotton, Gaddum and Co ; 7 cases cigars, W Nicol and Co ; 131 cwts coffee, B I S N Co.

FOR GENOA.

Deccan s—300 bales cotton, Knoop and Co.

FOR VENICE.

Deccan s—200 bales cotton, Knoop and Co.
Achilles s—2 0 bales cotton, Peel, Cassels and Co ; 100 bales cotton, W Nicol and Co.

FOR YOKOHAMA.

Thibet s—25 bales twist, Forbes and Co.

FOR HONGKONG.

Thibet s—17½ chests opium, Tata and Co ; 12 chests opium, E D Sassoon.

FOR SHANGHAI.

Thibet s—1 chest opium, Hurnaron Manukram ; 10½ chests opium, Jairazbhoy Peerbhoy ; 14 chests opium, Kadurnath Soorujmull ; 1 chest opium, Khetseedass Hurmookroy ; 13 chests opium, E D Sassoon.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 29th October 1877.

Means of observations taken at 6 a.m., 10 a.m. 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·902
Temperature of the Air.....	83·2
Wet Bulb Thermometer.....	74.3
Dew Point	70·5
Relative humidity of Air	·669
Extent of cloudy sky (the whole sky clouded—8).	0·6
Maximum temperature of air (read at 6 p.m) ..	89 2
Minimum do. do. (read at 9-30 a.m.)..	76·6
General Direction of wind.....	NE, ENE, E, ENE, NW, WNW, NW, NNW, NE, E.
Movement of wind in 24 hours	221.

MILITARY INTELLIGENCE.

ARRIVALS.—OCTOBER 28.

Woodhouse, Lieut Col, Bombay 11th Regt N I, on leave.

OCTOBER 29.

Becke, Capt, Bombay 21st Regt N I, on duty, from Mhow.
Carne, Lieut. Bengal Staff Corps, from leave, from England.
Alves, Lieut, Madras R A, on Medl Cert, from Bangalore.
Anderson, Lieut, Bombay 7th Royal Fusiliers, on duty, from Belgaum.
Garde, Surg, Bombay A M D, on duty, from Belgaum,
Clerke, Lieut, Bombay 7th Royal Fusiliers, on duty, from Belgaum.

OCTOBER 30.

Pyee, Capt, Bengal 13th Hussars, on leave, from Lucknow.
Woodhouse, Lieut Col, Bombay 11th Regt N I, on ——, to ——
Thompson, Capt, Bengal 13th Lancers, on sick leave, from Rawal Pindee.

DEPARTURES.—OCTOBER 30.

Maunder, Capt, Bombay 13th Regt N I, on duty, to Bangalore.
Combe, Capt, Benral 10th Hussars, on duty, to Muttra.
Webster, Lieut Col, Bengal 9th Regt N I, to rejoin, to Meean Meer.
Peterson, Capt, Bengal 23rd Pioneers, to join, to Simla.
Woodhouse, Lieut Col, Bombay 11th Regt N I, on ——, to ——
Davies, Lieut. Col, Bombay 1st Grenadiers, to rejoin, to Ahmedabad.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, October 27.)

Captain G H Trevor, 2nd Assistant Resident, Hyderabad Residency has been granted privilege leave for three months.
Captain W B Birch, Officiating 1st Assistant Superintendent is granted privilege leave for two months and twelve days.
Mr J W Huntley, Accountant, 2nd Grade, is posted to the Office of Examiner of Accounts, Military Works.
Mr H N C Cloete, Executive Engineer, is posted to the Western Rajputana Railway.
Mr R Gatmell, Temporary Sub-Engineer, is posted to the Sindia Railway.
Mr J Barron, Executive Engineer, Northern Bengal State Railway, is granted fifteen months' furlough.
Mr J Durand, Sub-Engineer, attached to Ghat Division, is granted privilege leave for three months.

PUNJAB GOVERNMENT ORDERS.

(*Punjab Government Gazette*, Oct. 25.)

The Hon'ble the Lieutenant-Governor is pleased to make the following promotions in the Punjab Commission, with effect from the 25th instant, vice Colonel H A Dwyer, retired :—
Mr G Knox, Deputy Commissioner, 3rd Class, to be Deputy Commissioner, 2nd Class.
Major P D Harington, Judicial Assistant, 1st Grade, to be Deputy Commissioner, 3rd Class.
Mr M Macauliffe, Judicial Assistant, 2nd Grade, to be Judicial Assistant, 1st Grade.
Capt in C McNeile, Judicial Assistant, 3rd Grade, to be Judicial Assistant, 2nd Grade.
Mr A Stogdon, Assistant Commissioner, 1st Class, to be Judicial Assistant, 3rd Grade.
Lieutenant-Colonel H V Riddell, Assistant Commissioner, 2nd Class, to be Assistant Commissioner, 1st Class.
Mr R Clarke, Assistant Commissioner, 3rd Class, to be Assistant Commissioner, 2nd Class.
Captain C R Macpherson, Assistant Commissioner, is appointed to officiate as Judicial Assistant of Jullundur, vice Mr T Troward, and is invested with the powers of a Deputy Commissioner.
Surgeon-Major R S Bateson is appointed substantively Civil Surgeon of a second class station, vice Surgeon F M Mackenzie, retired, but will continue to officiate as Civil Surgeon of Umballa until further orders.
The services of the Rev W Spencer, D D, Officiating Chaplain of Kussowlie, are placed at the disposal of the Government, N-W Provinces and Oudh.
Mr Sydney Smith, Assistant District Superintendent of Police, Peshawar, is present officiating as District Superintendent of Police, Sialkot, is transferred to the Amritsar district.
The undermentioned Police Officers are placed on special duty in connection with the Madras Famine :—Mr W H Hunter, Officiating District Superintendent of Police, Amritsar. Mr H S Dunsford, Assistant District Superintendent of Police, Gurgaon. Mr Sydney Smith, Assistant District Superintendent of Police, is appointed to officiate as District Superintendent of Police Amritsar.

NOTICE.

ALL COVERS intended personally for HIS EXCELLENCY the VICEROY and GOVERNOR GENERAL and PARTY during His Excellency's autumn tour, should be addressed "GOVERNOR GENERAL'S CAMP" without the addition of any Post Town.

All other communications connected with business of a routine nature should be sent, as usual, to the several Head-Quarters Departments.

O. T. BURNE, Lieut.-Col.,
Private Secretary to the Viceroy.
Simla, 22nd October, 1877.

*Her Excellency the Lady Lytton.
The Hon'ble Sir A. Clarke, C.B., K.C.M.G.
Lieut.-Col O. T. Burne, C.S.I., Private Secy.
Colonel G. F. Colley, C.B. Military Secy.
Dr. and Mrs. Barnett.
Mr. A. Liddell. A.-D.-C.
Mr. H. Rose A.-D.-C.
Mr. C. U. Aitchinson, C.S.I., Foreign Secy.
The Hon. Stuart Bayley, C.S.I. Personal Assistant (Famine) to His Excellency the Governor General.
Mr. C E Bernard, C.S.I., Secy., (Famine) Public Works Department.
Meander, Capt, Bombay 13th Regt N I, on duty, to Bangalore.
Combe, Capt, Benral 10th Hussars, on duty, to Muttra.
Webster, Lieut Col, Bengal 9th Regt N I, to rejoin, to Meean Meer.
Peterson, Capt, Bengal 23rd Pioneers, to join, to Simla.
Woodhouse, Lieut Col, Bombay 11th Regt N I, on ——, to ——
Davies, Lieut. Col, Bombay 1st Grenadiers, to rejoin, to Ahmedabad.*

MADAME CARLOTTA TASCA

Begs to announce that she is prepared to receive pupils for the Pianoforte, Organ and Harmony. Communications may be addressed care of Messrs. SOUNDY and Co.

MR. ALFRED PLUMPTON

Begs to announce that he is prepared to receive pupils for Singing, Piano, Harmonium, Violin and Harmony. Communications may be addressed care of Messrs. SOUNDY and Co.

J. J. L. & B. DAVIS,

SURGEON DENTISTS,
7, RAMPART ROW, FORT, BOMBAY.

PAINFUL and aching Teeth medically treated and filled, thereby avoiding extraction and rendering them perfectly sound and useful for mastication.
N.B.—Charges strictly moderate.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RS. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

DEATH.

MITCHELL—October 28th, on Sunday, at Percy Place, Stockwell, London, Harriette Ann, the relict of the late Joseph Thomas Mitchell, F. R. C. S. E. (By Telegram.)

OTHER PRESIDENCIES.

BIRTHS.

PATERSON—October 25th, at Ghazipur, the wife of Charles Paterson, Esq., Opium Department, of a daughter.
SMITH—October 24th, at Meerut, the wife of Joseph Smith, C. S., of a son.
WEIGALL—October 16th, at Kandy, (Ceylon) the wife of Captain A. A. D. Weigall, 57th Regiment, of a daughter.

MARRIAGES.

SCOTT—SMITH—October 3rd, at St. George's Church, Penang, by the Revd. L. C. Sigee, Lucy Grace, eldest daughter of the Hon'ble Walter Scott, M. L. C, to James R. Logan Smith, Esq., eldest son of G. H Smith, Esq., M. D. of Edinburgh.

DEATHS.

GLYNN—October 22nd, at Mussoorie, Caroline Amelia, the wife of W. G. Glynn.
PARKINSON—October 15th, at Mussoorie, Alice Charlotte, the beloved wife of Major H. M. Parkinson, 63rd Regiment, aged 33 years.

CALENDAR FOR OCT.—NOV. 1877.

PHASES OF THE MOON.

New Moon..... 5th, 1h. 39'1m. P.M.
First Quarter ...13th, 4h. 35'7m. A.M.
Full Moon .....21st, 9h. 10'5m. A.M.
Last Quarter ...28th, 2h. 56'6m. A.M.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
Oct.		H. M.	H. M.	H. M.	H. M.
Wed. 31	English Mail expected	6 1	5 26	6 26 m	1 0 a
				7 5 a	..
Nov.				7 41 m	1 11 m
Th. 1	All Saints' Day.	6 2	5 25	8 28 a	2 14 a
				8 33 m	2 23 m
Fri. 2	.....	6 2	5 25	9 22 a	3 1 a
				9 20 m	3 21 m
Sat. 3	.....	6 3	5 24	10 11 a	3 43 a
Sun. 4	Twenty-third Sunday after Trinity	6 3	5 24	10 1 m	4 10 m
				10 55 a	4 21 a
				10 40 m	4 55 m
				11 38 a	5 0 a
Mon. 5	.....	6 4	5 24	11 19 m	5 38 m
Tues. 6	.....	6 4	5 23	...	5 38 a

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

WEDNESDAY, OCTOBER 31, 1877.

THE Erzeroum telegram which we publish this morning settles one interesting question, for it fixes to a certainty the relative positions of Ahmed Mukhtar's army and the Russian pursuing force. Azap, the station which the Russians are reported to have reached, is situated about ten miles to the eastward of Koprikoi on the road from Erzeroum to Kars, Koprikoi in its turn being about twenty-five miles to the eastward of Erzeroum, or about the distance of Tanna from Bombay. It follows that the Turks have been unable to defend the formidable defiles of the Saghanli mountains, through which the Russians must have passed to reach Azap. Either the position of Zevin had been left unguarded, or the force stationed there was so small that the Russians could safely disregard it and march on Erzeroum by other roads. This fact shows the utter collapse of Turkish resistance in Armenia. Ahmed Mukhtar, with such troops as he has been able to rally round him, can hardly hope to hold Koprikoi, which lies in the plain of the Araxes and affords no natural facilities for defence, and we may expect to hear in a day or two of the rout of his followers and the capture by the Russians of Erzeroum. The clean sweep made of the Turkish armies from nearly all Armenia eastwards of Erzeroum gives a show of likelihood to the Russian statement, that Kars has already offered to capitulate.

We ought not perhaps to be amazed at the blindness of people in India who refuse to believe in the impending ruin of the Turkish Empire, when we know that Lord Salisbury, with means of information at his command far superior to any we can pretend to possess out here, has rejoiced openly over the signal service the war has rendered to England by proving beyond a doubt that no dread need henceforth be entertained of the aggressive power of Russia. We cannot any of us hope to be exempt from the tendency of human nature to interpret the lessons of the war in such a way as to strengthen our own prejudices, and it is possible therefore that our own reading of the signs of the times is incorrect ; but the one conspicuous fact established by the campaign, to our apprehension, is the extraordinary capacity of Russia for carrying on aggressive wars against Eastern nations, and the immense recuperative power which enables her to recommence the conflict with fresh forces and a cheerful spirit after her armies have sustained severe disasters. The war has also shown, in our opinion, the utter folly of the opinion held by many English politicians that Turkey by herself can form an effectual barrier against Russian ambition. The Turkish soldiers are individually brave, and they have shown themselves ready to fight with the fury of wild beasts in a war with enemies whom they believe to be bent on exterminating their race and the Mussulman religion ; but in neither civil nor military affairs has their Government shown itself possessed of the foresight and power of organization on which the greatness of nations depends. At the opening of the campaign the Russians, finding the way made easy for them, committed many faults, and paid very dearly the penalty of their own miscalculation and want of generalship. It pleases some writers to exaggerate the Russian losses, which we have seen estimated at the absurdly high number of 200,000 men ; but, the heavier the losses, the greater is the credit due to Russia for having not only not been broken down by them, but rather stimulated to make more vigorous efforts in order to accomplish her purpose. Contrast what the Russians have done during the last three months to retrieve their fortunes with the miserable failure of the Turks to take advantage of the magnificent opportunity Osman Pasha's successful defence of Plevna at the end of July placed within their reach. Estimating the Imperial Guard at 50,000 men, and the Roumanians at 30,000, and supposing that two other Russian corps have been moved up to the seat of war in Europe, we find that the Russian forces in Bulgaria must have been augmented by nearly 150,000 men. Yet, at the same time, they have been able to quell an insurrection in the Caucasus, and to reinforce the army of the Grand Duke Michael in Armenia with as many battalions as have sufficed to establish its superiority over the Turkish enemy. The Turks, on the other hand, though they strained every nerve to bring up men from every part of their Empire, could only do so by stripping Asia of the troops required for its defence, by abandoning the invasion of Russian territory on the east coast of the Black Sea, and by withdrawing the army which had so long made head against the Montenegrin insurgents. Then, when they had got their troops all collected in Roumelia and Bulgaria, the only direction in which they attempted to take the offensive was by trying the bold but impracticable enterprise of forcing their way up the Shipka Pass. Osman Pasha, though his army was at one time probably superior in strength to the Russian force environing Plevna, remained contentedly within his entrenchments, while Mehemet Ali moved forward reluctantly after long delay from Shumla with a force which he knew to be unequal to the task of beating the Russians in fair fight. It results from an impartial review of the fighting during the months of August and September that, even when the spirits of the Turks were most elated and the military prestige of the Russians had sunk to the lowest point, nowhere in Europe did a Turkish army venture to fight a pitched battle with a Russian army in the open field. The Turks had the advantage in some engagements of no great strategical importance such as those which Mehemet Ali fought on the Lom, and, where the Russians recklessly endeavoured to take fortified positions by assault, the defenders were able to repulse with fearful slaughter attacks which in these days of breech-loading rifles were bound to fail ; but with these negative victories their successes ceased. Mehemet Ali no sooner found that he could not continue his advance towards the Jantra without exposing his army to the risk of a general engagement than he at once retreated, and even the audacious Suleiman seems indisposed to run the hazard of a battle in which his army, inferior probably in numbers to the troops of the Czarevitch, and insufficiently organized, as the most competent judges allow, for field operations on a large scale, would almost to a certainty be defeated. The only Turkish commander who has risked a general action is Ahmed Mukhtar ; and the result is that he has lost his army, and that both Kars and Erzeroum will probably fall into the hands of the Russians this year. Recent events seem to show that in Bulgaria also the Russians have now recovered their old ascendancy. The force under General Gourko is proceeding along the Sofia road towards Orchanie, and capturing the Turkish stations on the road as it goes, and neither Osman nor Chefket Pasha makes any sign of attempting to check the Russian advance. We have seen the advice given to Osman by some cheerful critics to break through the Russian cordon at its weakest point, and leave Plevna to its fate ; but this breaking out would be no easy matter. It could not be attempted on the east, north, or south, for, if the garrison of Plevna made its way out in any of these quarters, it would only fall into the midst of its enemies ; and now it has allowed the only safe way of escape it had to be walled up against it. Of course, it is conceivable that, if Suleiman or Chefket Pasha could beat the Russians opposed to him and come up near Plevna, Osman might make a successful effort to help the relieving force ; but, if this could not be done a month ago, it is most improbable that it can be done now, and, though we do not like making predictions, we suspect that Suleiman and Chefket will find it a very difficult matter to defend their own positions without troubling themselves about the fate of Osman.

But what will be the consequences of a decisive victory gained by the Russians in Bulgaria over either Osman or Suleiman Pasha ? Such a termination to the campaign may be looked for at any moment, and it would mean nothing less than the dissolution of the Turkish Empire. It is often forgotten that the Turkish army is the Turkish nation, that every man of the ruling caste is a soldier, and that with the defeat and rout of the army the existence of the Turkish Empire naturally comes to an end, no popular basis of resistance being left. This is the reason why the most prudent generals on the Turkish side have shrunk from incurring a defeat which they knew could not be retrieved. But consider, on the other hand, how much a victory will exalt the prestige of Russia throughout the world. A victory won in Bulgaria now will place Turkey at her feet, and enable her to declare that she will not make peace without the cession of Bulgaria as far as the Balkans, of Armenia, including the fortresses of Kars and Erzeroum, and of the freedom of the Dardanelles, which means the privilege of creating a Black Sea fleet that shall have the right of way to the Mediterranean, and be able at any time to lay Constantinople in ashes. We do not suppose that she will push her claim to Constantinople immediately unless the Turks insist on continuing the war ; but the terms we have enumerated are the least with which she will be satisfied, and it is now clear that she will be supported by Germany and Austria in exacting them. Her financial credit, too, will be at once restored by success, and she will get as much money as ever she want for any purpose from the capitalists of Europe. She will, therefore, become a much more formidable Power than she was before the outbreak of the war ; and it is impossible to set limits to what she might accomplish, with her magnificent army equipped with the best breech-loaders and led by one of those heaven-born generals who appear on earth from time to time to change the destinies of mankind. The Turkish army, such as it is, is the only force left to oppose the power of Russia from the Black Sea to the Himalayas ; and, that once destroyed, England and Russia will be brought face to face in Asia. This is the necessary result of the abandonment by England of her ancient policy of protecting Turkey. The Turks were strong, so long as they could securely lean on England ; but, when English support was withdrawn, the rottenness of the Turkish Empire could no longer be concealed. We are not sorry that this has happened, because we are heartily sick of the nonsense that is talked about the mutual inter-dependence of England and Islam ; but it is right Englishmen should understand that, by refusing to go to war in behalf of Turkey, they have rendered inevitable a struggle for the dominion of the East between Russia and England. All the States of Central Asia, including Persia and Afghanistan, will henceforth dread the might of Russia and regard England as the betrayer of her old ally, the Sultan of Turkey ; and the time is not far distant when we shall feel the effects of this shifting of the political centre of gravity in the East.

BOMBAY.

POSTAL NOTICE.—Notice is hereby given, that, commencing from the 1st proximo, the mails for stations on the South East Railway Line as far as Poona will be closed at the General Post Office at 5-30 *a*, m. (local time) instead of 7-30 a. m. as at present.

HARVEST FESTIVAL.—There will be thanksgiving services at St. Peter's, Mazagon, on Nov. 8th. The sermon in the evening (8 p. m.) will be preached by the Revd. Luke Rivington, who will also preach every Sunday evening during November, previously to leaving for Madras.

THE following is the list of passengers per Italian Mail Steamer Arabia, Captain G. B. Serra, sailing on the 1st November at 10 *a*.m. :—

For Marseilles—Mr. De Bosignac.
For Genoa—Mrs. Curtis and infant, Miss Money, Mr. G. F. Money, C.S., Surgeon Major A. M. Garden, Mrs. Garden, Mr. A. M. Markham, Lt-Col H. Mackenzie, Mrs. Mackenzie, Mr. F. H. Fisher, Mrs. Fisher, Captain Prince, and one friend.
For Messina—Captain Delbarto.
For Naples—Mr. Corvino Luigi.
For Port Said—Miss Jones.
For Aden—Mr. Nathu Mohunjee and child, Mr. Luckmichund Jumnadass and brother.

DISHONEST SERVANTS.—Govind Rama and Soma Yannoo, in the employ of Messrs. Treacher and Co., Byculla, were yesterday convicted by Mr. P. Ryan, Prisoner No. 1 of dishonestly misappropriating Re. 1 belonging to Messrs. Treacher and Co., and prisoner No. 2 of the abetment of the above offence. They were each sentenced to a term of fourteen days' rigorous imprisonment.

FOUND DROWNED.—On Monday morning last the body of a Hindoo man was found floating on the surface of the water at Sankles Tank, Byculla. The body was much decomposed. The wrists were found to be tied together with a piece of rope, but there appeared to be no marks of violence on the body. A Coroner's inquest was held, which stands adjourned to Friday next.

DEATH FROM BURNS.—A Coroner's inquest was held yesterday at the Goculdas Tejpal Hospital on view of the body of Goolam Hoosain Jummal, a boy about 13 years of age. It seems that about three weeks ago his clothes caught fire from a kerosine lamp falling and breaking. He was burned severely about his left side and thigh, so severely that his injuries resulted in death. A verdict of accidental death was returned.

A CORRESPONDENT of the *Indu Prakash* writes, "It grieves me exceedingly to communicate to you the sad intelligence of the melancholy and highly deplorable death of Her H. Luxoombayee Bhonsely, the Ranee of Akulkot, and step-mother to the young Raja of Akulkot, which took place here on the 19th instant at about 8 p. m. Impaired as she had been in her constitution many years since, owing to her irrecoverable lameness in both of her legs, her existence in this world for some years longer would, it is believed, have been a source of great felicity to H. H. Babasaheb the young Raja, now only ten years old, and his sister who has already reached her marriagable age."

THE CHARGE FOR RECEIPT OF REGISTERED LETTERS.—A new rule as connected with the registration of letters has been lately put in force by the Bombay Post Office, which is looked up with various feelings by different people. Before this rule the practice was to show the receipts of the addressees of

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

RESIGNATION OF THE FRENCH MINISTRY.

PARIS, Oct. 29.

The French Ministry have tendered their resignation in order to leave Marshal MacMahon free to act.

FURTHER RUSSIAN SUCCESS.

Latest advices from the seat of war in Bulgaria state that the Russians have captured Telish on the road to Orchanie, and that the capture included seven companies of Turkish Infantry, one Pasha, several officers, and three guns.

The Russians have appeared at Statitza, which is situated behind Orchanie.

THE WAR IN ARMENIA.

Ghazi Ahmed Mukhtar telegraphs under date of the 27th instant, that the Russians are encamped at Azap,three hours' distance from where he is entrenched.

THE MAILS.

LONDON, Oct. 29, Aft.

The Bombay Mails of the 8th inst., vis Brindisi, were delivered in London to-day.

STEAMER MOVEMENT.

LISBON, Oct. 30.

The B. I. S. N. Company's Steamer Agra, Homeward bound from Bombay, left here yesterday.

LONDON, Oct. 29, Aft.

The Liverpool Cotton Market closed unchanged.

Surats firm.

The London Cotton Market has been firm.

Fair Dhollera 5¼

The Manchester Market has been flat.

3 per cent. Consols for account..... 96¼

3 per cent. French Rente, 1872 .... 106¾

Bar Silver 54¾

Arrivals—Lalla, Jalawar and Bootle.

Departure—Australia.

STEAMER REPORTS.

MADRAS, 30TH Oct., 10-37 A.M.

Steamer leaves Penang for Singapore to-morrow at 2-30 p.m.

GALLE, 30TH Oct., 11-45 A.M.

French Mail Steamer Meinam, from Calcutta, arrived

WEATHER REPORTS.—Oct. 30.

(Madras Time.)

CANNANORE, 5-30 P.M.—Weather cloudy, wind W. ther. max. 84, min 73 W. B. 76, bar. 29-83.

CARWAR, 5 P.M.—Weather fine, wind W. S. W. 2 ther. 83, bar. 30-07. Fall of rain 39 cents.

MANGALORE, 7 P.M.—Weather fair, wind N. E. Fall of rain 37 cents.

TUTICORIN, 4-30 P.M.—Weather cloudy, wind E., ther. 84, bar. 29.92.

VINGORLA, 5 P.M.—Weather cloudy, wind S. E. light, ther. 88. Fall of rain 20 cents.

RATES OF EXCHANGE ON LONDON.

Bank Bills on demand	...1s. 9 1-16d.	per Re
Do. at 6 months' sight	...1s. 9 9-16d.	"
Credits, „ 3 „ „	...1s. 9 9-16d.	"
Documents, 3 „ „	...1s. 9 9-16d. plus ½d.	"

A SPECIAL telegram dated Peshawur, October 27, published by the *Englishman*, reports that "a band of the Afreedis, supposed to be Jowakis, attacked, on the night of the 25th, a small guard of the 22nd Regiment over the Commissariat stores at village Shabkote, ten miles from Cherat. They killed the havildar and five men, and wounded six, after which they returned to the hills, leaving one man dead. They were tracked by blood for two miles."

MAJOR BROWNE, R.E., *en route* to Quetta, is waiting at Dehra Gazi Khan to receive some Martini-Henri carbines, with which his escort of a small party of the Guides is to be armed. A speculative and highly enterprising Parsee merchant is, it is said, setting up a shop in Khelat, and has already sent thither some camel loads of stores.

THE arrangements for the visit of an Australian cricketing team to play against the principal clubs in the old country have now been thoroughly completed. The *Argus* says, that Evans, the New South Wales player, has definitely decided not to accompany the team, which is to be regretted, as his splendid bowling and fair batting capabilities would have been invaluable in important matches, but, barring his inclusion, it contains about as fine a lot of players as could be gathered out of Australia, and the cricketing public of these colonies are sanguine enough to believe that their men will show to advantage even against the best teams of England. Our men will play a series of matches in the Australian colonies and New Zealand between November and February or March next, when they start for England, and these matches will no doubt be of great service by enabling them to act well together and thoroughly understand each other's play before they reach England.

A PROVIDENTIAL escape of a passenger train is reported in the Ceylon papers. The down train on the 20th Oct. was passing over the most dangerous part of the line during the most copious burst of rain, which had just taken place, swelled every stream and water course into roaring torrents; and as the train passed the heaviest of these, the inmates of the carriage were deluged with a muddy torrent which poured over them and entered by both side windows. This was, however, only unpleasant; but a noise was heard far above the roar of the rushing water, and looking back it was seen that just as the guard's van cleared the spot the torrent had brought down a terrific mass of stones and earth, quite sufficient, with its weight and impetus, to have flung the carriages off the line and over the precipice, had it struck them.

A MOST daring robbery of the banghy mail was committed in Bangalore on Thursday evening. The mail carriers, five in number, were proceeding to the railway station in single file, when, at about 6-45 p.m., they were attacked by a gang of men. Four of the carriers succeeded in resisting the attack, but the last man, who was carrying the Madras banghy mail, was knocked down, seriously wounded, and relieved of the bag. He is now under treatment in the Bowring Hospital. We believe that the bag contained upwards of Rs. 5,000 worth of gold leaf and gold pieces, and it is evident that the men who robbed the mail had got scent of this fact. This is one of the most daring robberies we have ever heard of for a long time, and beats the Ooty mail robbery hollow.

A SERIOUS accident occurred recently on the Ganges Canal. One of the workshop's boats conveying iron to Roorkee was moored for the night a short distance above the Sancta Locks. At night the moorings gave way, and the boat drifted down the stream. The men in charge seem to have been asleep in the boat. All but two awoke, jumped into the water, and swam ashore. The remaining two slept on unconscious of their danger, and, with the boat, went over the falls. The boat was upset and smashed, while the bodies of these two men have not yet been recovered.

A QUESTION of interest to sportsmen is started by a correspondent in a contemporary: "I have found no confirmation or denial of a statement which occurs in Mr. Blew's interesting work on tiger shooting in India, p. 71, to the effect that 'the liver affords a capital mark to first at in a tiger, for such a wound is always fatal in a few minutes, for the animal quickly bleeds to death internally, or is choked with blood; but for the time being it does not, in the slightest degree, disable the tiger,'—in any of the sporting or other books that have fallen under my notice. I am anxious to ascertain how far it accords with the experience of others; and I write to solicit attention to it on the part of sportsmen as well as of members of the medical and veterinary professions. A medical friend, to whom I have spoken on the subject, assures me that gunshot wounds of the liver are said, by surgeons, to be almost invariably fatal in the human being, but two cases of officers are given in the *Indian Annals of Medical Science* for January 1859, pp. 164-6, who recovered; and there is, I am told, reason to believe that wounds of this organ, whether gun-shot or otherwise, are not as lethal as is generally supposed. Will any one competent to deal with the subject give his opinion?"

THE King of Burma's failing memory has been noticed for some time past, and the officials of the Court take advantage of it. It is not an uncommon thing for people who possessed a good memory to suddenly lose it, and this affection is of frequent occurrence in Burma. It indicates softening of brain and incipient idiotcy. Insanity is said to be hereditary in the Royal family. It is only a wonder, considering the habits that obtains among them of the King marrying one of his sisters, or a half-sister, that there are not more idiots in the Mandalay Royal family than there are.

A DIABOLICAL attempt to take the life of the Government astronomer at Sydney is related in the papers. A little after 2 o'clock on the afternoon of September 8, a lad, described as being of about nineteen years of age, went to the Observatory and left in the hands of a messenger there a box addressed to Mr. Russell, the Government astronomer. The messenger deposited the box on a table in a room occupied by Mr. Russell, and that gentleman, under the impression that it contained instruments of some kind, proceeded to open it. He found the lid a sliding one, similar to those adapted to ordinary instrument cases, and he had not drawn it far when he discovered that the affair partook more of the character of an infernal machine than anything else. The movement of the lid became rather stiff, and upon inspecting it and the box a little more closely he discovered at one end of the latter several grains of powder. The box was then taken into the open air, where it was investigated with special care. The lid was released, and there were found in the box at least 4½ lbs of blasting-powder. In it were no less than, sixteen matches, stuck with their sulphurous points in dangerous proximity to a sheet of sandpaper fastened to the under-side of the lid, the design being evidently to cause an explosion by the friction of the sand paper against the matches; and there can be little doubt that this would have been effected had not great care been exercised in handling the affair. Besides the matches and powder, dangerous enough in themselves, a ginger-beer bottle filled with gunpowder, and evidently intended to act as a shell, was found in the box; Mr. Russell has expressed his belief that altogether there was a sufficient quantity of explosive material present in the box not only to destroy life, but to blow the building down. The box was some 14 inches long by 5½ inches broad, and about 4½ inches in depth, whilst the general appearance of its make bore the impress of its having passed through some person's hands who was not a stranger to the use of carpenters' tools. The whole matter has been made known to the police, and the box also placed in their possession. Those aware of the prominent position Mr. Russell holds in popular estimation, as well as in social and scientific circles in this and the neighbouring colonies, will be glad to know that he had sufficient good fortune to escape from the devilish attempt to destroy his life. Judging from the manner in which the box and its contents had been arranged they must have been prepared for the purpose some time since. The police at once set to work to discover the perpetrator, and a man named George Faithfull, a carpenter and messenger at the Observatory, was arrested, and brought before the Water Police Bench, and he was subsequently committed for trial.

ALL attempts made by various nations to reach the North Pole have, up to the present time, resulted in failure, but a novel plan has been suggested by Commander Cheyne, R. N., which appears to afford some hope that the idea for which so much money has been spent, and so many hardships endured, may ere long be *fait accompli*. On the very day upon which the telegram arrived in London from Captain. Nares, announcing the failure of the principal object of his mission, Commander Cheyne delivered a lecture at Tunbridge Wells on Arctic Exploration, in which he suggested the employment of balloons, and since that time he has strongly and continuously advocated the scheme, without as yet receiving much encouragement from either the Government or the nation. The go ahead Americans have, however, already taken time by the forelock, and ordered balloons to be equipped for the main part of their Polar Expedition, which is to leave New York early next year, and Mr. W. de Fonvielle has been selected by Captain Howgate to join the scientific staff of the expedition, for the express purpose of conducting the balloon work. The *Graphic* contains a sketch taken from a view in Commander Cheyne's "Illustrated Lecture on Polar Exploration," and shows the combination designed by Mr. Henry Coxwell (an ardent supporter of Commander Cheyne's proposal). Three balloons which are to be connected would carry six men, besides three tons weight of gear, boat-cars, stores, provisions, tents, sledges, dogs, compressed gas and ballast. The triangular form of connecting the balloons would be fitted with food-ropes, so that the occupants could go from one balloon to another in the same manner as sailors lie out upon the yards of a ship, and the balloons would be equipoised by means of bags of ballast suspended from this framework, and hauled to the required positions by ropes. Trial ropes would be attached to the balloons, so as to prevent their ascent above a certain height (about 500 feet), at which elevation they would be balanced in the air, the spare ends of the ropes trailing over the ice. The boat cars would be loaded for warmth, and telegraphic communication kept up with the ships by means of a wire uncoiled from a large reel as the balloons moved onward. This wire being marked at every five miles, would also serve to keep a record of the distance traversed. Commander Cheyne proposes that the balloons should start about the end of May, on the curve of a wind circle, of known diameter, ascertained approximately by meteorological observations conducted on board the vessel, and at two observatories some thirty miles distant in opposite directions. It is estimated that, with a knowledge of the diameter of the wind circle, and the known distance from the Pole, the balloons could be landed within at least twenty miles of the Pole itself, or even nearer. Once the balloons would be securely moored, and when the necessary observations at the Pole had been carried out, a return wind would be secured for their return, the requisite full inflation having been made by means of the surplus gas taken out in a compressed condition. The returning voyagers would arrest their course to the southward on the parallel of latitude on which they left their ship, and the remainder of the journey, east or west, would be performed by means of the dogs and sledges conveyed in the balloons.

A COMMUNICATION has been sent to the *China Mail* from a Chinese source, conveying an appeal which surely every steamship company or owner will readily comply with—viz., to keep coffins on board, so that if a Chinese passenger dies, he may not have to be made food for the fishes! The document will be as good as a double acrostic for some of our ingenious readers to unravel its meaning:

MORAL USSAY KEEP FEW COFFEN'S STEAMERS.

As a far the navigate have so many days afraid by sickness on the 2 moon ultimo, the steamer *Amoy* from shanghai to canton a passenger died on board. Foreigner glad to sawing some plank make coffen to cover and kept but some had ex-ell be out because the plank slight obliged to throw in sea and on the 4 moon steamer *Ningpo* for Canton also do same try to think whom no relationer and family sicking not attend death nor put in coffen throw the corpse to the ocean of glant water pity seen by Eyes and lament heart. Consequent of such case beg the "Wang weng dong" of the Tung wa Hospital and Sz-mssen & Co., and c. m. s. n. co. after any vessel from here to shanghai carry ½ coffens for any Gentlemen give so many hundred deads to Undertaking we hospital to be manage. But any ports no less goodness men wherefore no do the same and afterwards the vessel for Foochow Teentsen and River ports any steamers previous to kept 1 or 2 good coffen for and don't let those Fishes to pull the Belly so the God will give same as to hold a Bill to get.

THE BOMBAY CHAMBER OF COMMERCE.

THE annual meeting of the Bombay Chamber of Commerce was held yesterday afternoon at the offices of the Chamber, Parsee Bazaar Street. Mr. Donald Graham presided, and there were also present Messrs. Brandenburg (Bell, Brandenburg and Co.), Symonds (Finlay, Muir and Co.), Hon. W. Lang (Finlay, Scott and Co.), Forbes (Forbes and Co.), Sorabjee (Framjee, Sands and Co.), Bickell (Gaddum and Co.), Cheetham (Greaves, Cotton and Co.), Chas. Macdonald (C. Macdonald and Co.), McHinch (Nicol and Co.), Roberts (Owen and Oxell), C. Poole (Peel, Cassels and Co.), Facbiri (Reili Brothers), Mowatt (Ritchie, Steuart, and Co.), Solomon (D. Sassoon and Co.), Kapp (Volkart Bros.), Richardson (Wallace and Co.), Jones (Chartered Mercantile Bank of India, London, and China), Parker (P. and O. S. N. Co.), Grondona (Rubattino S. N. Co.), Blaschcck (A. Blaschcck and Co.), Lord (Lyon and Co.) Miller (Macdonald and Co.)

THE WORK OF THE YEAR.

The Chairman said,—The principal object of this meeting is for the Committee to have to give an account of their stewardship and hand over their work to their successors. You will have seen from the report put into your hands that they have not been idle during the year, in fact their attention has been engaged in an unusual number of questions of more or less importance —some as regards the local affairs of the Port, some of general mercantile interest, and some affecting the general interests of the whole Empire; but I am glad to say the members approve of what the Committee have done with regard to these, and especially with regard to the latter class I hope that the influence of the Chamber has been usefully exercised. One very often hears the Chamber accused of being selfish and inconsistent in the views it expresses, and, no doubt, like other public bodies and other private individuals we have made mistakes, but I think on the whole we can claim to have been fairly consistent and to have done useful service in furthering the mercantile interests of the country. There is one reason why the Chamber of Commerce hold an exceptionally important position in this country, and it is because there are so few outlets for the expression of independent opinion, and I think that in these days of autocratic tendencies on the part of the executives, it is important that societies which give encouragement to free and open criticism should be kept up. I think I may say that such influence as the Chamber possesses in this respect has always been exercised in a moderate and careful spirit. And now turning to the past year it has certainly been an anxious one with a war in Europe, a famine in our own and the Madras Presidencies, and with constant monetary fluctuations and anxieties hanging over us. As to the war in Europe I don't know that it has seriously affected the Bombay trade more than through the general anxiety which has of course tended to hamper all mercantile transactions. As to the war itself, perhaps it might be out of place to make one remark, and it is one in which I believe nine-tenths if not ninety-nine hundredths of the Europeans in India, and as far as I have been able to ascertain, the natives also, will concur. It is simply that the war has been a most wicked, unjust and unnecessary one entered into for purposes of ambition, and what is worse in the space of English time, carried on under the mask of hypocricy. There seem to be no signs of its being brought to an end, and we have the prospect of another campaign with all the anxieties attendant upon the risks of other countries becoming involved. We can only hope that somehow or another peace may be brought about next spring. I now come to the Famine, which, apart from the distress and loss of life it has caused has sadly checked the trade of Bombay. So far as our own Presidency is concerned, we have been very fortunate in the able management of Sir Philip Woodhouse and General Kennedy, or perhaps things might have been worse for us. Perhaps in one point of view it is not entirely a misfortune that famine visited the two Presidencies at the same time. Had Bombay only been affected then it might have been said in view of the successful management, that after all it was not a very bad famine—while if Madras only had been affected it might have been said in view of the less successful, management there that the famine was such a terrible one that no management could have coped with it. As, however, things have happened, a close test has been put as to the practicability of successfully meeting famines. The Madras famine may have been more extensive, but it certainly was not more intense than that of the Bombay, Deccan, and if anything the Bombay country is rather the more difficult to deal with of the two. Now, as we all know, "experience is costly," and, as a rule, it is best not to make them, but in this case it is of the highest importance to the country that everything connected with famine management should be closely watched and criticised, for we may be sure that famines will come periodically in the future just as in the past. I don't say that the Bombay management has been entirely successful in all details, for there has been much distress and misery, but I think with the experience gained and working on the principles that have been laid down, the way has been paved for successful management of future famines. The main principles on which Sir Philip Wodehouse and General Kennedy based their famine policy, and which was the foundation of its success were, 1st, the establishment of large relief works of public utility in preference to small local works; and, 2nd, the absolute non-interference with trade. The first was at the beginning opposed by the Government of India, but was shortly afterwards accepted and heartily entered into by Lord Lytton. The second was accepted in name, but as we know, was departed from eventually after Sir P. Wodehouse had left the country, and it is a remarkable fact that the first signs of confusion in the Bombay famine traffic arose directly from that departure. Nothing has done more than this to establish the soundness of the non-interference with trade principle, and I hope the lesson will not be lost sight of in the future. The importance of this principle in the interests of commerce can hardly be overestimated, and we must give all credit to Sir P. Wodehouse and his Government for having done so much to establish it. The danger is that like the synonymous expression "Free Trader it may come to be honoured more in the lip than in the observance especially in this country where the tendency of the official mind is to believe that no trade can thrive without the support and fostering care of Government. The grain trade of this country has been the growth of years—I may say of hundred of years, and the delicate and intricate machinery under which it is carried on has been the gradual developement of the experience of many generations. It cannot be too distinctly understood how easily this complicated machinery may be thrown out of gear by artificial interference. There is only one way by which Government can assist it, and that is by providing means of transits in the shape of railways. That is the weak point at present and that has been the weak point throughout in dealing with the late famines. There has been no scarcity of grain in the country, and there has been no want of money, but the difficulty has been to carry the grain to the mouths of the people. We want railways, and there can be no greater necessity, whether for the trade of the country or with a view to future famines than the completion of the main railway system, more especially such lines as the Rajpootana one. The railways that have been made have just been enough to stimulate the internal trade of the country, but the trade act from famine altogether, has been growing much faster than the railways provided for it. It is nearly a year ago that the Commissioner in Sind reported the necessity of increasing the rolling stock of the G. I. P. Railway. A great deal has been said at home about famine works, and more especially irrigation; and Mr. Bright has lent his great name to disparage railways in this country. In the speech which he lately made on the subject was that some thirty years ago, he had recommended canals instead of railways, and that, if that policy had been carried out, there would have been no famines. I don't profess to be able to say with certainty that railways in this country are used mainly for military purposes, and having a horror of all things military, he has been led into condemning railways. I think, however, that if Mr. Bright knew a little more about this country than I fancy he does, or if he had been here during the past six months, he would have acknowledged that the railways have done a great deal more towards mitigating the evils of the famine than canals could possibly have done. The fact is canals depend too much upon the physical character of the country, and it is only in certain localities that they can be carried out with success. I say again, then, that the most necessary famine work is railway communication. Now and then if the Government desire to help the country let them guarantee a special loan of an amount sufficient to enable the Indian Government to complete the lines on the list of admitted necessary railways, and commence on that is the Rajpootana line. The saving in interest alone would contribute a substantial item towards the success of such lines. No doubt in all famine there must be a great amount of distress which no system however perfect can prevent, but I say that with sufficient means of transit and working in the basis of those principles which Sir P Wodehouse's Government has laid down future famines can be systemized so as to result in bringing comparatively few persons on public relief works, perhaps more expensive than would be the cost in ordinary times, but still of great utility beside giving employment to the otherwise starving people. And now as to the departure from the non-interference with trade principle. In the case of the Agra contract the evils have been already felt. Instead of the contractors monopolising the railways for famine traffic and attempting to define the amount of grain that should be carried over each line and from one station to another. The confusion and annoyance caused by this ill-considered measure which I believe originated with the Supreme Government and partly by the Government of India has been very serious indeed. A forced traffic was caused towards the famine districts, including 800 tons a day from Northern India telegraph lots at 1,000 tons a day, and 1,200 a day, to be made up by the G. I. P. Railway wherever they could get it. Well, in the first place this forced traffic of 800 tons a day from the E. I. Railway was a gross injustice to the enormous trade with Bombay and England. Native, who have had thousands and thousands of tons of grain lying since April and May last at stations in our own railway awaiting transit, which was thus condemned to further hopeless delay and at a time when each day tended to deteriorate the quality of the grain, and the unfortunate lucky enough to secure wagons for their grain was forced to send it to the Madras line, and they did so, not because they wanted to send it there, but because that was the only chance they had of getting it down. The result was that the trade to the Madras districts the Bombay Deccan was deprived of its natural sources of supply, and a glance at the price list published in the *Government Gazette* from time to time will show that grain has been dearer there than in any of the Madras districts. And then, what was the result to the railway of all this forced traffic? No less than this that an accumulation and complete block took place between the G. I. P and Madras railways. For days and days the line was jammed up by some 2,000 wagons which could only be moved gradually and with the greatest difficulty. But for the relaxing of the Government orders it is hard to say what this hopeless confusion might have resulted in. I have said nothing about the export trade of Bombay, for though that has been brought to an entire standstill, yet it is not quite certain whether that was owing to the Government orders, or to what extent it was owing to causes connected with the natural working of the famine traffic. Of course the high prices of grain would alone be sufficient to check the export trade in it, while as to seed and other great article of monsoon season export, it has never been denied that in the famine emergency the grain traffic should have a preference over other traffic, and this of course was the principle which the Committee very quickly became alive to the mischief that the extent of the Government interference with the railway traffic must cause, but it was not without some hesitation that they resolved upon remonstrating, as they were most unwilling to incur even the suspicion of desiring to press what might seem to be the special interests of Bombay against what might be looked upon as the saving of human life in the famine district. But it was obvious that while the regular trade was being, paralysed, the confusion that was being brought about on the railway line could lead to nothing but mischief in such a famine traffic itself. The position which the Committee took up in their remonstrance was this, and I am sure it is one in which the Chamber will concur. We admitted that the grain traffic should receive a preference over other traffic, but that the only because of the deficiency of power. We said that owing to this it was absolutely impossible that all traffic could be accomodated, and that owing to the famine emergency it would not do for the grain traffic to be long delayed or hampered. But we said there was no occasion to do more than this preference that under the natural trade influences grain would find its way to where it was most wanted. And that to the full extent of the transit power which it was found by that the line does, or would show that the emergency was not so great as was supposed. This, gentlemen, was the principle which he urged upon the Government, and I feel sure that you will concur with me in its soundness. Fortunately good rain has fallen and all fears of continued distress are fast passing away, and with the abandonment of the Government interference the traffic is gradually resuming its natural line. Still there will no doubt be famine in the future, and unless the transport power is enormously augmented by new railways and new rolling stock, the same questions will arise, and it will be well that what has lately happened should not be forgotten. The third matter to which I referred as affecting the year's trade was the monetary disturbances. At an annual meeting this time last year things were just recovering from the silver and Exchange panic. Exchange had risen to about 1-8d. after having fallen to 1 61. Since then we have had many severe fluctuations, the rupee having been as 1-16d., and now being 1-9d. I am afraid we must be prepared for a continuance of this state of things for some little time yet. The great uncertainties which hang over us are the quantity of silver still held by the German Government and the policy which America and France, with the other countries of the Latin union will adopt with regard to their currencies on resuming specie payments. I think it is exceedingly probable that silver will gradually resume its old place—in fact I don't see why it should not be the case—and England is rich enough to maintain a purely gold standard without incurring the risk of frequent great monetary disturbances. Meanwhile, however, all is guess work, and the great difference of opinion as to regard to the German silver supply is shown by the fact of one eminent authority, the Chairman of the Mercantile Bank, intimating that he thought it was nearly exhausted—and this only shortly after an equally great authority the economist had put forward an estimate of 25 millions. One great element of uncertainty has lately been the cost of the famine and how it would be raised. Fortunately things are now clearing up, and I think we may adopt an estimate lately made by the *Bombay Gazette* to the effect that the amount would be about 4 millions in excess of the ordinary budget, but it is impossible to say how this will be made up, but it is at any rate satisfactory to notice that the enormous strain on the railways has not been without good result, and that the gross receipts are more than three crores in excess of last year. How much of this will go in working expenses and payment to shareholders, I cannot say, but by the railway traffic is likely to continue under full swing, I think it may not be too sanguine to anticipate one and a half to two crores as available for the Treasury. Another cause of uncertainty has been the action of Government with regard to the Council drafts These were stopped and re-issued, reduced or increased for no other reason than that of attempting to regulate Exchange. The Committee addressed several remonstrances to Government urging the importance in the interests of the trade of the country of adhering to one fixed policy. Government replied, as was perhaps to be expected, that they must reserve to themselves complete freedom of action, but I think the force of our representations was felt and that they have had some good effect. The Committee said they could only think of two cases which could justify a deviation from fixed policy, the one being a combination in the part of the buyers of Council drafts, and the other a financial panic which it might be the very legitimate desire of Government to allay. Another case has lately arisen in the state of the Indian treasury balances which is no doubt the cause of the present stoppage. There may be others, but in any case they are few, and all we can wish is that the Government should show that they appreciate the enormous influence that these council drafts amounting to one-fourth of whole exports bear towards the trade. Perhaps the most amazing feature in the exchange and silver question is the enormous power of absorption which this country has shown with regard to silver. Notwithstanding the millions and millions that have passed through the mint during the last year, we have been lately suffering from money stringency. That this shows more than anything else in the tremendous mischief that might have been caused had the Government listened to the agitation of last year urging an interference with the currency. To have checked the natural inflow of silver would simply have brought about a great financial crisis, while as for the introduction of a gold currency it is simply impossible. The trade of this country, more especially in the interior, must always be carried on by a cheap metallic currency, such as silver, and though this could still be done with silver reduced to token currency, yet the very basis of a gold currency is that all existing currency is at any time convertible into gold, and so the result would be that enormous gold reserves would have to be kept to meet any case of emergency. No country, certainly not India, could stand such a test as this. It is a most interesting question what can be done here, if anything, to relieve the pressure, apparently feeling it. Of other matter, which have occupied the attention of the Committee there are only one or two to which I need allude. As to the Rajpootna railway, you all know what has been done. There is only one point to which I would call attention by the remark made by H.E. the Governor to the deputation last month, to the effect that the construction of the line beyond Palanpore would not be pressed on at once. The new Committee will not let the matter drop, but will call upon the Government to fulfil the pledge so often given as to the completion of this line. Another matter which I hope will be considered by the new committee is that of the transit policy called octroi duties now levied by Municipalities. Hitherto we have made many representations to the Bombay Government on the subject, but I am glad to see that the Government of India have taken the matter up, and in an important circular to the local government, have laid down instructions for the watching and controlling of this system. This is a matter that should be watched with great jealousy by the mercantile community. There is no easier way of raising money than by taxing transit trade, and it is eventually adopted by nearly all the local Municipalities, and the Bombay one, too, for that matter whenever they get a chance. In Ahmedabad, for instance, the duties there are simply protective duties in favour of the local mills, and we have also been told since that similar cases reigns in most other Mofussil towns. Under the act Municipalities are obliged to publish a schedule of rates sanctioned by Government, but if I may judge if my experience of one first levy taxes according to their convenience. In the town I have mentioned very heavy taxes have been raised on machinery which my firm erected there, and raised not upon any schedule rates but just according to what the local Municipality thought right. Every thing is taxed in a similar manner, even to the loaf of bread which my firm's agent gets daily sent to him, and which has been several times kept still it was stale until the tax could be assessed. The difficulty and expense of seeking redress in such cases makes it often simpler to "grin and bear it," and this is one of the strongest reasons why Government should keep a most jealous watch over such taxation, and in fact is, however, that district officers too frequently do not appreciate the importance of leaving trade unfettered, and the argument is too often raised, "what matter is that piece goods or a bale of cotton, a mere fraction which it is absurd to say any trade can feel!!" There is no doubt that every excuse is sought to raise taxes upon transit trade. Only lately my firm has had to pay arbitrary tax of Rs. 100 at each of the stations at which our grain has been kept during the last six months for want of railway waggons. No reason is given for this tax, and we can only suppose it is for the privilege of keeping our own grain nothing there for such a long time. *Apropos* of this question, I am reminded of the new Municipal bill which is soon to be brought forward. I hope the Committee will closely watch that part of it which refers to Town Duties. One article I may mention as being much interfered with under the present system. There seems to be no necessity for the elaborate, obstructive plan of identifying copper and metals, and no copper or metal is manufactured in the town, but may be assumed that the sheets or pieces have paid duty on entering, and should be permitted to draw back on export. Another matter which has lately occupied the attention of the Committee has been the control exercised by the Government over the submarine Telegraph Company. I don't think it is generally known, but I believe it is the case that any company, as long as it works within its own lines is quite independent, but whenever its working is carried on beyond its own limits and on to other lines, it becomes subject to the International Convention rules. The Submarine Company has its own line from Bombay to England, but owing to the fact of the messages passing through the Government lines here, it becomes subject to, and has to accept the conditions of the International rules. What is the result of this? Simply this, that the Government make use of the power they have assumed to sacrifice the interests of the public in favour of their own line via Turkey. I know we are all very familiar with the annoyances which this Government interference has caused. How our messages have been retarded to us on some frivolous plea of a word not been in accordance with the Convention rules. How cut messages could not be sent by Turkey and delayed and mutilated in transmission when they ought to have gone by Suez. How unnecessary delays have taken place and how impossible it has been to get any redress from the Telegraph Department for the losses so caused. When the Government took possession of the Submarine Company's office here it was on the distinct pledge that the work would be conducted in the interests of the public, and a promise was given that unnecessary would be kept by whomever was working best. How has this promise been kept? It is not the case that every message on which the words "via Suez" might have been accidentally omitted has been sent by Turkey? It is not the case that this was done under a departmental order? It is not the case that when messages were being sent by Turkey, it was well-known to the telegraph officials that that line was working very badly and that such messages were being delayed by multiple repeats? It is not the case that while private messages were thus being forced along this line, officials took care to send all Government messages direct by Suez? Is it not the case that when the submarine company called the attention of the public by advertisement to the importance of not omitting the words "via Suez," the Government stopped them under threat of legal proceedings As to messages, being returned on frivolous pleas I have myself, as I have no doubt has also happened to most of you, had messages brought to me late at night at my bungalow, the same having been returned because of some word which the telegraph clerk may not have recognised as a legitimate code word under the Convention rules. I do not conceive any more irritating than the inconvenience and possible loss of an important message being delayed for a day in such a manner. The only way of avoiding this annoyance has been to give a guarantee letter to the department receiving the message, and I am glad to see that the Government in its arbitrary pleasure may make in respect of such messages. And what is all this annoyance and inconvenience and loss caused for? Simply to enable a state monopoly such as force as much traffic as possible along the Turkish lines. No doubt the Turkish line was got up by Government in the interest of the public, and in former days it did good service, but can there be any more narrow policy than on the part of the Turkish Government to say to it? If it cannot pay its way under natural competition, then far better let it die. If the Suez line has superseded it why not let it go upon it, and the expensive plant and expensive establishment used in some other way? How that is for the Government to say. What we have to protest against is that the trade should be taxed and the public inconvenienced by a mischievous monopoly. What we want is that the Submarine Company should have power to deal with the Suez line as impossible otherwise that the can feel what the wants of the publicare or accommodate their arrangements to them. We would most certainly get our messages sent with less trouble, with less delay, and probably at a much cheaper cost. I have said that the public are interested as well as the trade, and I do so for this reason that in all probability, if the Submarine Company were free to make their own arrangements with the newspapers in the country, we should probably get more telegraphic news about us than that is going on in Europe instead of the rather meagre paragraphs which are now given. But as in all monopolies, and more especially monopolies under departmental officialism, all life and spirit is damped out and all effort at improvement crushed. I hope the new Committee will continue to agitate in this matter.

Mr. Forbes—I have much pleasure in moving the following resolution:—"That the report of the committee which has been circulated be received with thanks and printed for general information, together with the documents therein referred to, and that the members of the retiring Committee do now receive the thanks of the Chamber for their attention to its interests during the year of office now expired."

Mr. Jones seconded the resolution, which was carried unanimously.

THE INTERFERENCE OF GOVERNMENT WITH RAILWAY TRAFFIC.

The Hon. Walter Lang said—With reference to the interference by Government with the traffic of the G. I. P. Railway, I would desire to say a few words, as it is one of the most important question which has occupied the attention of the committee during the past few months. In England the State would never interfere with the railways except in time of war or rebellion, and public opinion there would never tolerate such an interference as we have witnessed here of late, unless Government was prepared to compensate those who could prove that they had suffered loss from action taken under State necessity; but in this country public opinion has not yet the same power. Orders have consequently been issued to our Railway Company in true Imperial style. The orders were you must carry all the famine traffic offering to the exclusion of all general traffic, and the company, apparently forgetful of its obligations to the general public, offered no resistance to Government orders, and the famine traffic was carried to the grievous loss of individuals who are offered no compensation. It is too much to suppose that the Government of India or the Government of Bombay in issuing these orders can have been able really fully to realize the disastrous consequences to individuals which must inevitably result from this exercise of such autocratic power or they would never have issued the orders, or would at any rate have taken steps to mitigate the evil consequences to individuals, by fair compensation or a reasonable supply of waggons for their stock. I do not desire to imply that when certain grave emergencies arise Government should not be able to assume such powers as they have assumed to-day, but before any such extreme step is taken the necessity should be clearly proved and under no circumstances can the step be justified unless Government is prepared to recoup individual sufferers from such extreme faction; in the present case I consider it is most unfair to have subjected individuals to extreme losses. Without evincing any desire to mitigate the same I consider that compensation to those who could properly prove their losses would be as legitimate a claim as famine expenditure as that now borne by the starving people, and I say that under the recent course of action individual merchants have been most improperly called upon to bear losses which should have fallen on the country at large. Imperial whims, it is said, override grave economic considerations, and it is quite possible that the Government of India and of Bombay regard their action in this emergency as quite legitimate, and regard the strictures with which I am associated as unfounded, but I am bound to say how this will be made up, but it is at any rate satisfactory to notice that the enormous strain on the railways has not been without good result, and that the gross receipts are more than three crores in excess of last year. How much of this will go in working expenses and payment to shareholders, I cannot say, but by the railway traffic is likely to continue under full swing, I think it may not be too sanguine to anticipate one and a half to two crores as available for the Treasury. Another cause of uncertainty has been the action of Government with regard to the Council drafts These were stopped and re-issued, reduced or increased for no other reason than that of attempting to regulate Exchange. The Committee addressed several remonstrances to Government urging the importance in the interests of the trade of the country of adhering to one fixed policy. Government replied, as was perhaps to be expected, that they must reserve to themselves complete freedom of action, but I think the force of our representations was felt and that they have had some good effect. The Committee said they could only think of two cases which could justify a deviation from fixed policy, the one being a combination in the part of the buyers of Council drafts, and the other a financial panic which it might be the very legitimate desire of Government to allay. Another case has lately arisen in the state of the Indian treasury balances which is no doubt the cause of the present stoppage. There may be others, but in any case they are few, and all we can wish is that the Government should show that they appreciate the enormous influence that these council drafts amounting to one-fourth of whole exports bear towards the trade. Perhaps the most amazing feature in the exchange and silver question is the enormous power of absorption which this country has shown with regard to silver. Notwithstanding the millions and millions that have passed through the mint during the last year, we have been lately suffering from money stringency. That this shows more than anything else in the tremendous mischief that might have been caused had the Government listened to the agitation of last year urging an interference with the currency. To have checked the natural inflow of silver would simply have brought about a great financial crisis, while as for the introduction of a gold currency it is simply impossible. The trade of this country, more especially in the interior, must always be carried on by a cheap metallic currency, such as silver, and though this could still be done with silver reduced to token currency, yet the very basis of a gold currency is that all existing currency is at any time convertible into gold, and so the result would be that enormous gold reserves would have to be kept to meet any case of emergency. No country, certainly not India, could stand such a test as this. It is a most interesting question what can be done here, if anything, to relieve the pressure, as to how far India can go on absorbing silver without apparently feeling it. Of other matter, which have occupied the attention of the Committee there are only one or two to which I need allude. As to the Rajpootna railway, you all know what has been done. There is only one point to which I would call attention by the remark made by H.E. the Governor to the deputation last month, to the effect that the construction of the line beyond Palanpore would not be pressed on at once. The new Committee will not let the matter drop, but will call upon the Government to fulfil the pledge so often given as to the completion of this line. Another matter which I hope will be considered by the new committee is that of the transit policy called octroi duties now levied by Municipalities. Hitherto we have made many representations to the Bombay Government on the subject, but I am glad to see that the Government of India have taken the matter up, and in an important circular to the local government, have laid down instructions for the watching and controlling of this system. This is a matter that should be watched with great jealousy by the mercantile community. There is no easier way of raising money than by taxing transit trade, and it is eventualy adopted by nearly all the local Municipalities, and the Bombay one, too, for that matter whenever they get a chance. In Ahmedabad, for instance, the duties there are simply protective duties in favour of the local mills, and we have also been told since that similar cases reigns in most other Mofussil towns. Under the act Municipalities are obliged to publish a schedule of rates sanctioned by Government, but if I may judge if my experience of one first levy taxes according to their convenience. In the town I have mentioned very

the various points, were printed and distributed among the members of the Chamber, and it is therefore perhaps unnecessary to repeat them here in detail. One important fact, however, which these statements brought prominently out was the extraordinary increase in the export of gold which occurred in 1876, and particularly during those months when exchange was most depressed. Your Committee propose again dwelling upon this fact for a moment, for it bears directly upon all those ingenious devices to raise the rate of exchange by giving the rupee an artificial value, which were showered with profusion upon the public both in this country and in England. The imports of gold exceeded the exports until the end of May 1876, when the average rate of exchange for the month had not fallen below 1s. 8 5/16d. But as exchange declined, the exports of gold increased amounting in July to £211,000, in August to £334,000, and in September to £232,000. The rate of exchange taking the average of each month, did not exceed 1s. 8d. again until towards the end of October, when a decided improvement set in and the consequences became apperent in the sudden falling off in the exports of gold from 33 lakhs in August to a little over 2 lakhs in November and December, and to Rs. 3,900 altogether in the 3 months ending 31st March, 1876. The imports of gold again in January 1877, when the average rate of exchange stood at 1s. 10d., rose to £69 810, in February, when exchange stood at 1s. 9 13/16d. to £305,680, and in March, when exchange stood at 1s. 9¼d. to £210,530. The imports during March were all ordered when exchange stood much higher than the average rate here given, and when it fell to near that point all orders ceased for English gold, none of which had since been imported. It was a remarkable feature that these large imports of gold were made at prices higher than need to be paid for gold, or, in other words, gold had generally only been imported in quantity when exchange was considerably above the rates ruling from January to March; and this was owing to the very high and unprecedented prices which were paid for gold for export during the extreme depression in exchange, enabling the country to re-buy what it had sent away, and to give high prices although not nearly so high as the prices at which it had sold. The country in fact sold its gold when prices were high, and rebought when they were low, though they were still higher than in former days it could afford to buy at. Your Committee considered this a fresh proofs of the keenness with which the natives of India detect, and profit by any movements in the relative value of gold and silver, showed that the difficulties which other countries had experienced in adopting a double standard would be no less formidable in India: and His Excellency would further no doubt feel, as the Chamber did, that this fact alone, apart from consideration of sound policy, afforded a sufficient answer to the many proposals (some of them emanating from quarters sufficiently influential to be entitled to a hearing) to raise the rate of exchange by attempting in various ways to give the rupee a value different from its metallic value.

Your Committee were of opinion, on the question generally, that as the depreciation in silver did not continue long enough to affect the prices of articles of general consumption, such as the ordinary food of the people, the result had been a clear gain to the producer, and of great benefit to the country, greatly increasing the export trade and giving a great impetus to the internal one, as might be seen from the increased railway traffic. Another advantage had been that of securing a large quantity of silver at cheap prices: in other words, an enormous quantity of produce had been sold and value received in return which otherwise would never have been received. The facts showed that a heavy fall in exchange, so far from being an unmitigated evil, as it was too often considered by those who did not look below the surface, really conferred great benefits on the country, as tending to develope enormously its agricultural resources and to stimulate its industries.

Your Committee in conclusion remarked that all enquiries with a view to elicting further information as to various new conditions affecting silver could not but be very useful: they observed with much satisfaction the enquiries set on foot through the Foreign Office, and hoped that all information obtained would be made public as soon as possible.

NATIVE PASSENGER SHIPS ACT, 1876.

In November last, your Committee represented to His Excellency the Governor in Council that it was desirable that "the Native Passenger Ships Act, 1876," which had received the assent of the Governor General on the 28th of March 1876, should be brought into force without any further delay. Section 3 of the Act provided that the Act should come into force on such day as the Governor General in Council directed by notification in the *Gazette of India*.

The provisions of Acts XII. of 1870 and XII. of 1872, which had the force of law until the new Act of 1876 was notified, were not applicable to "any ship under contract with the Government of any European State," so that while British vessels were carrying native passengers in strict conformity with the regulations of these Acts, no such restriction was imposed on foreign vessels under contract with a European Government. British vessels consequently found it impossible to compete in the pilgrim trade with such vessels, and a loophole was left open for the continuance of those abuses in the overcrowding of ships conveying native passengers which the introduction of the Indian Passenger Ships Acts was meant to remove.

In August last, your Committee again urged upon Government that the Act might become law as soon as practicable, but on this, as on the previous occasion, the only reply which they received was that the steps necessary for declaring the Act in force were still engaging the attention of Government.

NEW CONSOLIDATED CUSTOMS BILL.

In November last, a letter was received from Government stating that the Government of India had intimated that it was in contemplation to revise the Consolidated Customs Act (VI. of 1863), and that a Consolidated Customs Bill would be shortly published in the *Gazette of India*, and had requested that a Committee similar to the one proposed to be appointed for Calcutta might be formed in Bombay to consider the Bill. Certain correspondence received from the Government of India on the subject was at the same time forwarded to the Chamber, and the Chamber was invited to nominate two members to sit on the Committee with the officers whom Government might appoint. Captain Henry and Mr. Graham were appointed to represent the Chamber,—the Government members consisting of Mr. Reid, the Commissioner of Customs, and Mr. Pritchard, the Collector of Salt Revenue.

Thirty copies of the proposed Bill, with half margin and references, were courteously forwarded by the Honourable Mr. T. C. Hope for the use of the Chamber, and these were distributed among members most interested in the question with a request that they would make a note on the margin, opposite to each section, the amendments which they recommended should be made in the section, and that they would then return the Bill to the Chamber with any other suggestions which it might occur to them to offer on the Bill. The copies of the Bill so returned with the amendments and suggestions of members were handed over to Messrs. Henry and Graham. Mr. Graham has informed your Committee that the Committee appointed by Government have forwarded their report on the proposed Bill to the Government of India.

ADJUSTMENT OF CLAIMS PREFERRED AGAINST VESSELS ARRIVING IN BOMBAY, IN RESPECT OF GOODS LOST IN TRANSITU.

Disputes being of frequent occurrence as to the proper mode of adjustment of such claims, your Committee decided to take the opinion of Mr. G. F. Rimington, Solicitor, upon the question. Some merchants held that the settlement ought to be at the invoice cost, plus any money actually expended on the goods, while others considered that the fair mode of settlement was to allow the market rate for the goods on the day of the vessel's arrival, thus putting the consignees in the same position as if the articles had arrived. Mr. Rimington was of opinion that the shipowner was liable to pay to the owner or consignee the value of the goods in Bombay at date of arrival of the vessel.

CUSTOM HOUSE ORDER DIRECTING THE NON-ACCEPTANCE OF DECLARATIONS FOR PAYMENT OF DUTY BEFORE THE LANDING AND EXAMINATION OF GOODS.

This alteration in the Customs rules appeared to your Committee to be very obstructive: its object seemed to be to save the department a little trouble at the expense of hampering and annoying trade; and they expressed their hope that the Commissioner would, on reconsideration, order it to be cancelled. The Commissioner was good enough to state in reply that in the matter of goods passed under Permanent Deposits there could be no valid objection to the cancellation of this order, and that the duty bills would be sent out after the declarations had been checked. The practice, however, of passing goods not covered by a Permanent Deposit on payment of duty on declarations was one which, he considered, tended to encourage laxity of supervision, and on the continuance of which the importers had no legal right to insist. At the same time he fully admitted the force of the Chamber's representation as to the hardship which a total suppression of it would entail on the trade and if, after a fair trial, the arrangement was found to cause any real and unnecessary inconvenience he should be prepared to reconsider it.

A month later, a letter was addressed to the Chamber by a number of native merchants complaining of the hardships and inconvenience to which they had been subjected since the introduction of this new order. A copy of this letter was forwarded to the Commissioner, and the Chamber trusted that he would now reconsider the arrangement and cancel the order, the operation of which was so much complained of. The Commissioner, however, withheld compliance with this request alleging that if the order worked hardly the fact could scarcely fail to be brought to his notice. But from the tenour of his reply, your Committee inferred that no request to pay duty in advance would, unless for some special reason, be refused, and they recommended the native merchants, whenever they wished to pay duty in advance, to do so, and to complain in every case in which their application was refused.

PROPOSED ACT FOR THE PORT OF KURRACHEE.

In January last, a letter from the Commissioner in Sind No. 1,409, dated 19th October, 1876, to the Government of Bombay, with its enclosures, and a copy of a Report by the Government Solicitor, were forwarded to the Chamber, with a request that the Chamber would favour Government with its opinion on the draft Act, and Table of Wharfage Fees, for the Port of Kurrachee, submitted by the Commissioner. The Act was entitled—"An Act for the levy of fees for the use of the Government Bunders, Wharves, Landing Places, Piers, and Hards, at the Port of Kurrachee." Your Committee regretted that they were not in a position to give an opinion upon the proposed scale of fees, and whether it would affect the trade of Kurrachee, but the fees appeared to be high for native craft, particularly in respect of the time allowed before a daily charge was made. They recommended, that the opinions of merchants and others in Kurrachee interested in the trade should be taken on the proposed Act, and on the scale of fees intended to be levied. In the opinion of your Committee, however, Hards and other places, where no facilities for landing passengers or goods were given, should be excluded from the operation of the proposed Act, and no fees should be charged for landing passengers and goods at such places.

FEES ON TRANSHIPMENT OF GOODS IN THE HARBOUR OF BOMBAY.

In the last Annual Report of the Chamber it will be seen that our predecessors in office, on enquiry into this subject, had found that since the levying of the transhipment fee of two annas per package—which yielded a revenue of only Rs. 192-7-0 per month—and in consequence of it, a great quantity of its transhipment business had left Bombay. They therefore forwarded a Memorial to the Government of India praying that these fees be abolished; but that Government, without assigning any reason, simply regretted that it could not comply with the request of the Chamber.

When His Excellency the Viceroy visited Bombay in December 1876, your Committee availed themselves of the opportunity which the presentation of the Chamber's Address offered, again to press this important subject upon His Excellency's attention.

DEMURRAGE.

A question, which arose as to the rate of exchange at which demurrage on a ship should be charged, was referred to the Chamber. Your Committee ruled that demurrage was a debt payable in Bombay on demand, and, when payable in sterling, that it should be liquidated in cash at the equivalent rate of exchange.

Another question as to whether "Sunday" counts for demurrage was also referred to the Chamber. Your Committee considered that this depended entirely on the wording of the charter-party. If no many "working days" on demurrage were stipulated for in the charter-party, Sundays would not be charged for; but if the charter-party simply allowed so many "days" on demurrage, Sunday would be considerd one.

LIVERPOOL STANDARD SAMPLES.

The fresh standard samples of the different classifications of Dholleras, Comrautee, Hinginghat, Machine-ginned Broach, Sawginned Darwar, Compta, and Veraval, referred to in last year's Report, were duly supplied to the Chamber by the Liverpool Cotton Brokers' Association. These samples were of great service, during last season, to members of the Chamber, and to those interested in the cotton trade of this port, and the thanks of the Chamber were conveyed to the Association for the care and trouble which it had taken in the Chamber's behalf. Your Committee have applied to the Association for a new set of standard samples for the approaching season.

SAMPLES OF TASAR SILK FROM COCOONS INDIGENOUS TO HOSHIARPUR.

Samples of Tasar silk, produced from cocoons indigenous to the Hoshiarpur district of the Punjab, were received from Government with a request that the Chamber would favour Government with opinions as to the prices which raw silks of the quality of these samples would fetch. The opinions obtained, were sent to Government.

LEVY AND REFUND OF TOWN DUTIES IN BOMBAY.

In November last, a copy of the Rules or Bye-laws for the levy and refund of town duties, which had been submitted by Mr. Pedder for the consideration of the Town Council, was sent by that body to the Chamber for any remarks which it might have to make thereon. In reply your Committee forwarded to the Town Council a copy of the letter, addressed by the Chamber on the 11th October, 1875, to the Municipal Commissioner containing its views on the subject of the levy and refund of these duties.

In the Rules or Bye-laws now forwarded to the Chamber those relating to refund on exports by sea appeared to be the same as the rules which had practically been in force for some time, and with the exception of the limitation of time for the granting of refund to six months from the date of importation, they seemed to be reasonable. Rule VII. of Section B provided that if several parcels were exported on different dates, or on the same date, but were consigned to different places or persons, the refund on each of which amounted to less than Rs. 10, they were not to be clubbed together in order to obtain refund. This would be a great hardship to importers. Town duties were, it was understood, only leviable on articles consumed in Bombay, and there did not appear to be any good reason why parcels consigned to different places or persons should not be clubbed together to obtain refund, if it was shown that the town duty on each parcel had been duly paid. Your Committee observed with regret that it was proposed that the minimum amount of town duty on which refund was claimable should be retained at Rs. 10, notwithstanding Mr. Pedder's recommendation that the amount claimable should be reduced to Rs. 5. The Chamber had submitted, in its letter of 11th October, 1875, that the amount should be reduced to Rs. 4, and Your Committee hoped that the Chamber's remarks on that point would receive the careful consideration of the Town Council. Your Committee also recommended that the limitation of time for the granting of refunds (if any any were to be fixed), and the minimum amount of town duty on which refund was claimable might with advantage be left to the Town Council to deal with in the rules which they might from time to time notify, without either provisions being incorporated in the Act, for if either restriction became at any time objectionable it could be altered by a notification of that body, whereas, if they appeared in the Act and became law, they could not, under any circumstances, be altered or relaxed, unless the Act was repealed or amended. The Town Council, however, were of opinion that the minimum amount on which refund was claimable should be left at Rs. 10, and that the period of limitation as to export should be retained as provided in section 120 of the present Municipal Act.

THE ENGLISH TRADE MARKS REGISTRATION ACTS.

Your Committee submitted to His Excellency the Governor in Council the expediency of a measure being introduced into India similar to the Trade Marks Registration Act 1875, 38 and 39 Vict., chap. 91, and the Trade Marks Registration Amendment Act 1876, 39 and 40 Vict., chap. 39, both of which had been notified by the Government of India on the 7th February, and published for general information in the Bombay *Government Gazette* of the 24th May, 1877.

The increase in the cotton manufactures of Bombay rendered it very desirable that a Bill establishing a register of Trade Marks, similar to the English Acts, should be introduced into India; and your Committee recommended that if such a statute should be introduced into this country, and whether it be made applicable to all British India or only to the Bombay Presidency, an office should be established at Bombay, the seat of the Indian cotton manufactures, for the exhibition of cotton marks, and that, as in the English Act the Directors of the Manchester Chamber of Commerce were appointed to form the Committee of Experts, so, in Bombay, the Committee of Experts might be composed of members of the Chamber of Commerce and of members of the Bombay Millowners' Association.

His Excellency in Council was of opinion that if there was to be any legislation on this subject it should be imperial and not local, and a copy of the Chamber's letter had therefore been forwarded to the Government of India.

TOWN AND TRANSIT DUTIES LEVIED BY MUNICIPALITIES IN THE PRESIDENCY OF BOMBAY.

During the government of His Excellency Sir Philip Wodehouse, the Chamber's representations on this important subject had little effect. It had been the policy of the Government in requiring Municipal bodies to provide for the local management of the towns to give them much latitude in determining from what sources their funds should be obtained, and the great majority of those bodies had a decided preference for octroi duties over house taxes and other forms of direct taxation, and it was, said His Excellency, no doubt almost impracticable to restrict octroi duties from assuming in some degree the nature of transit duties. The Chamber, it will be remembered, again addressed the Local Government on the whole question of these duties (vide Annual Report for 1875-76, page 91), and respectfully requested to be furnished with information as to the action which His Excellency might be pleased to take in respect of them. But the views enunciated by Government, in its letter of the 18th May, 1876, were those still maintained by His Excellency the Governor in Council.

When Lord Lytton visited Bombay in December last, the Chamber laid the question of the Municipal duties levied in the Bombay Presidency before him, and his Lordship was so good as to say that the Chamber's views on these duties commanded, so far at least as general principles were concerned, his entire sympathy. His Lordship further observed that it could not be doubted that town duties, improperly levied, might become a sort of Municipal blackmail for the purpose of maintaining oneself at the expense of one's neighbours; that for this reason they might be very popular with those who did not suffer by them, and local imposts less objectionable would probably be more unpopular; and he promised to make full enquiry into the facts laid before him, with a sincere desire to suggest and facilitate the collection of Municipal revenues in a manner which should not injuriously affect the general trade and commerce of the country.

All that the Chamber had contended for in its numerous representations on this subject was that the rules prescribed for general adoption by the Government of India in the able and exhaustive resolution of the 6th November, 1868, should be adhered to. That resolution set forth the principles on which only the levy of octroi was justified. Briefly stated, these principles were that town duties on articles of consumption should fall entirely in the population of the town for the benefit of which such taxation was imposed, and that a jealous guard should be kept lest octroi should extend to any article belonging to the transit or general trade of the country. It was further stated that the levy of octroi should be confined to as few articles of local consumption as possible, and the articles were specified on which octroi might and might not be levied. Paragraph 25 prescribed the following rules which were not to be deviated from without the previous sanction of the Government of India:—

Rule I.—Subject to the limitations contained in Rule II., no town duty or cess under any name shall be levied by any Municipal body on any commodity not included in the following list, viz:—

(1.) Articles of food or drink for men or animals.
(2.) Animals for slaughter.
(3.) Articles used for fuel, for lighting or for washing.
(4.) Articles used in the construction of buildings.
(5.) Drugs, gums, spices, and perfumes.
(6.) Tobacco.

Rule I.—No such duty shall be levied on any of the following articles, viz:—

(1.) Articles liable to Customs duty and imported into India by sea.
(2.) Salt.
(3.) Opium.
(4.) Fermented or spirituous liquors manufactured in India, and drugs liable to excise or abkaree duty.

These two sets of articles were expressly so fixed that municipal should not encroach on imperial taxation, and that (in the words of the resolution) important general interests should not be overlooked for the sake of small local improvements.

The Chamber will have observed with satisfaction that a letter dated Simla, September 1877, was addressed by the Governments of India to the subordinate Governments re-affirming the principles of Municipal taxation laid down in the Resolution of November 1868. In that letter His Excellency the Governor General in Council requested all local Governments and Administrations to take early steps to alter octroi taxation in towns where such taxation transgressed against the acknowledged principles; and, should this measure result in a serious falling off in municipal revenues, it would be for local Governments to decide whether it might not be desirable to consider direct with indirect taxation, or to reduce the rates on articles of consumption. The Government of India, could not too emphatically condemn the imposition of taxes on articles which had by the Imperial Government been relieved of burdens, such, for instance, as high duty on wheat. The Chamber had brought to Lord Lytton's notice, in December last, that the town duty levied in Kurrachee on wheat was 2½ to 3 per cent., and as in this instance the octroi did not fall on consumption alone, the relief accorded by the Imperial Government had been materially neutralized by the action of the Municipality.

In the Chamber's representation to the Government of Bombay, dated 26th October, 1875 (vide Annual Report for 1874-75, page 415), the Chamber brought to the notice of His Excellency the Governor in Council that, in some of the Municipalities of this Presidency, in Surat, for instance, and sometimes in Tanna, the right of levying octroi was farmed out for lump sums, which led to oppression being practised by the contractor on the ignorant trader. The Government of India now desired that, in accordance with the wishes of the Secretary of State, this practice should be abolished, and that the system of direct collection be introduced from the 1st day of the ensuing year into all Municipalities where octroi was levied. It was to the interest of the farmer of octroi to prevent re funds and throw difficulties in their way, and wherever the system of farming had been permitted it had been found impossible to obtain accurate statistics, and it was only from accurate statistics that the local Governments and Administrations or the Government of India could discern when octroi was exceeding its proper limits of a tax on town consumption.

REMOVAL OF THE COTTON TRADE TO MAZAGON.

The threatened diversion of the cotton trade to Mazagon which began just as last year's Report was issued, has been to some extent successful, notwithstanding the efforts made to prevent it. Your Committee considered that the Port Trustees, in combining with the Esplanade Fee Fund Committee and the New Colaba Company to raise the rate of ground-rent for storing cotton on the Colaba green, were responsible for this movement on the part of the Native dealers, and they submitted that whenever the Trustees intended taking any action, as was done in this case, affecting an important trade, it was very desirable that the trade should first be consulted respecting it.

The inconvenience to which the trade was being subjected by the removal of a portion of it to Mazagon became greater than was at first apprehended, and, on the 11th of January, a deputation from the Chamber waited on the Port Trustees to explain the views of the Chamber of the subject, and the necessity of some concession being made by the Trustees to induce the dealers to return to Colaba, and to prevent others who had not already removed from Colaba from doing so. In deference to the representations made on that occasion the Trustees made the following alterations in the rates levied on cotton at the Apollo Reclamation:—

No charge whatever to be made for ground-rent.

All railway-borne cotton on delivery on the ground to be charged ½ anna for each unpressed or half-pressed bale, and ¼ anna for each docra or full-pressed bale.

All sea-borne cotton to be charged on import 1 anna per bale, and ½ anna per docra, and

The export fee on cotton to be ½ anna per bale.

Your Committee, in conveying to the Port Trustees the thanks of the Chamber for these concessions, stated that, whatever their ultimate effect might be, they were very liberal; and they trusted that the concessions would operate as an inducement to the cotton dealers to return to Colaba.

By the influence, however, of the enterprising Native firm which manages the Mazagon Land Company, many of the cotton dealers remained on the Mazagon cotton green. It is estimated that, in the last season, about 200,000 bales, consisting principally of Oomrawuttee, Khandeish, and Barsee, in full-pressed bales, passed over the Mazagon green. There were also some few lots of Dholleras and Broach, but these, almost entirely, and about one-fourth of the whole quantity of cotton which passed over the green, belonged, it is believed, to the Native firm above alluded to. Business will still go to Mazagon in the approaching season, but probably not to anything like the extent it did last year, for a number of the large cotton dealers have either decided to return to Colaba, or are tending that way.

Although so large a quantity of Oomrawuttee cotton went to Mazagon last year, yet by far the larger proportion of that crop, say 60 or 70 per cent. of it, is now bought through European agents or firms in the interior, not one of whom sent a bale of cotton to Mazagon, nor are they likely to do so. The removal of a portion of the trade to that distant locality is the greatest obstruction to business, which has yet occurred in the trade, and it will, doubtless, do more to drive the trade into the hands of the European buyers up country than the Native dealers have any idea of. The annoyance, trouble, loss of time, and expense which the Mazagon green was to European merchants last year were enormous. To a firm doing a large business, it almost necessitated the employment of an additional assistant, and the distance was so great that he was practically beyond control. And men of great experience declare that they will not subject themselves to the risk and trouble of buying at Mazagon, far away from the receipt of telegrams, quotations for freight and exchange, and the numerous other details, which a merchant has to take into account in the price he can pay for the staple.

THE APPOINTMENT OF OFFICIAL ASSIGNEE.

The important office of "Official Assignee" became vacant in June last, and your Committee availed themselves of the opportunity of bringing to the notice of Government the bad and inefficient manner in which the office had for some years back been administered, and of requesting His Excellency the Governor in Council to interfere and see that a properly qualified person was appointed, and arrangements at the same time made for a more satisfactory and speedy liquidation of insolvent estates.

It was notorious that of late years the office of Official Assignee at this Presidency had been practically a dead letter: dividends on insolvent estates were rarely declared, even in cases where funds had been realized, and this apparently from no other cause than the idolance or neglect of the Official Assignee; and it had been a constant cause of complaint in mercantile circles that creditors could obtain no information from him touching the affairs of their insolvent debtors, although such information had been frequently applied for. Your Committee, without entering into details, drew the serious attention of Government to the great encouragement which this office so conducted gave to fraudulent debtors to pass through the Insolvent Court, and successfully conceal their property; and they suggested that the person to be appointed should be required to devote his whole time to the duties of his office, that he should be well acquainted with business in Bombay and thoroughly understand accounts, and that a person with these qualifications, and having some knowledge of law, should be preferred.

It was also desirable, in the public interests, that an Auditor should be appointed to examine regularly the accounts of the Official Assignee, and the money and securities in his hands. This practice was in force in Calcutta, and your Committee recommended that it should be also adopted at his Presidency.

Your Committee were informed, in reply, that the appointment of Official Assignee under the provisions of 11 and 12 Vict., cap. 21, Section XIV., rested with the Chief Justice of Her Majesty's High Court of Judicature, and Government had nothing to do with the matter, but that the Chamber's letter had been forwarded to the Hon. the Chief Justice for his consideration. But, although the new appointment of Official Assignee has been made, your Committee regret that no steps appear yet to have been taken towards appointing an Auditor, which the reported defalcations of the lately deceased incumbent showed to be so necessary.

RESOLUTION OF THE GOVERNMENT OF INDIA NO LONGER TO MAINTAIN A TUG STEAMER TO RENDER ASSISTANCE TO VESSELS IN DISTRESS DURING THE S. W. MONSOON.

In February last, the Chamber was favoured by the Deputy Conservator and Master Attendant of the Port with a copy of Government Resolution, in the Marine Department, No 195, and with an extract from para. 5 of the letter of the Government of India, embodied in Government Resolution, in the Marine Department, No 1257, dated 25th August, 1876, from which it learned that the Government of India had decided not to maintain the steam-tug Dagmar for rendering assistance to vessels in distress during the S. W. Monsoon. The Deputy Conservator and Master Attendant, in transmitting these papers, suggested that the Chamber should invite the attention of the mercantile community and insurance companies to the expediency of their adopting such measures as to them might seem best for rendering assistance to any merchant vessel that might be in distress.

In their letter to Government on this subject, your Committee, in the first place, protested against the supposition that the mercantile community, as apart from the general community, had, in this matter, any special interests at stake. The persons interested were the general public and the insurance companies; and the Chamber desired it to be clearly understood that if the Government of India persisted in its resolution to deprive this Port of the services of a steamer, the mercantile community could not accept any responsibility in the matter.

At the same time it appeared to your Committee to be the duty of the Port Trustees, who levy Port dues for the purpose of providing proper facilities for vessels, to take every precaution to ensure the safety of vessels entering the Port. This, your Committee thought, might fairly be considered one of the objects for which Port-dues were levied.

There were no suitable steam-tugs available in Bombay; and, unless the Government provided one, the Port would be left without the means of rendering assistance to vessels in distress. Your Committee submitted that not only the interests of life and property, but the reputation of the harbour, demanded that the Government should provide such a tug, and they respectfully requested that His Excellency the Governor in Council would forward a copy of their representation to the Government of India with a recommendation that the resolution depriving the shipping of the services of the Dagmar, during the S. W. Monsoon, might be reconsidered. Copies of the papers received from the Deputy Conservator and Master Attendant, and of the Chamber's letter to Government, were forwarded to the Bombay Underwriters' Association.

In accordance with the Chamber's request, a copy of its letter was courteously forwarded by the Government of Bombay for the consideration of the Government of India.

THE FISHING STAKES OFF THE HARBOUR OF BOMBAY.

In January last, your Committee represented to Government the serious injury which migh be done to steamers and sailing vessels by the present mode of putting down these fishing stakes across the present course to the south (or very nearly so), and removing them yearly to fresh places without giving any notice to the interests involved. Were the stakes always put in the same position, a clear course could be shaped, but nothing could be more dangerous to vessels than altering the position of the stakes every year. There were often no lights near the stakes, and any vessel passing through them might easily have her pods carried away, or be subjected to more serious injuries. Your Committee recommended that fishing stakes should be prohibited in deep water navigated by ocean-going vessels, or, if that were impossible, that the stakes, when pulled up during the S. W. Monsoon, should be replaced in the same positions as previously, failing which proper notice should be given to those concerned, and further, that stringent regulations should be enforced as to the stakes being lighted during the night. His Excellency the Governor in Council, however, did not think it expedient to interfere in the matter.

The papers were circulated among the members of the Chamber, and in accordance with their suggestion, your Committee wrote to Captain Taylor, Superintendent of Marine Surveys to the Government of India, who had made an inspection of the fishing stakes in May last, enquiring if he had made an official report of his inspection to Government, and, if he had not done so, requesting him to favour the Chamber with a report, so as to assist them in strengthening their case to be again laid before Government. Captain Taylor courteously sent to the Chamber and extract from the report of his inspection, which had gone in to the Governments of India and Bombay, also photozincographed copies of the chart which he had constructed. The season, however, was too far advanced when his inspection took place, and he was not able to lay down the positions of the inner stakes; but he hoped to make further examination soon. Meanwhile the chart and Notice to Mariners (which would together be available very soon to the mercantile public) would serve the twofold purpose of guiding ships clear of the stakes, and preserving the ancient and important fishing grounds off Bombay. Your Committee therefore decided to defer again laying the case before Government until the result of Captain Taylor's further examination was known.

THE NEW STEAM BOILER INSPECTION BILL.

On the 14th of July last, His Excellency the Governor in Council forwarded to the Chamber a letter from the Bombay Millowners' Association, dated the 4th idem, containing certain suggestions in regard to some of the provisions in the proposed Bill, and requested the opinion of the Chamber upon them. These suggestions referred mainly to two points: (1) the nomination and pay of the Inspector or Inspectors for the purposes contemplated in the Bill, and (2), the composition of the Commissions for hearing appeals preferred by owners. With regard to the nomination and pay the Inspector, the Association was prepared to nominate, for approval and appointment by Government, a well qualified Engineer, and to pay him a salary of Rs. 500 per month, providing him also with office accommodation, repoys and stationery, and defraying all railway fares.

The second suggestion was to the effect that the Commissions for hearing appeals should be of a mixed character, which was what the Chamber had recommended in its Report on the proposed Bill (vide Annual Report for 1875-76, page 120). The Association suggested that these Commissions should consist of,—

A Royal Engineer.
A Government Mechanical Engineer of good standing.
The Locomotive Superintendent of either of the Railway Companies, and
Two independent Engineers, unconnected with Government, to be appointed by the Association.

The Chamber approved generally of the suggestions made by the Association.

MEASUREMENT OF CASKS OF OIL FOR STEAMER CARGO.

Disputes have arisen as to how the Chamber's rule for the measurement of Oil casks should be interpreted, and the question has on several occasions been referred to the Chamber. In a recent case, the steamer agents declined to deduct one-fifth off the measurement of certain casks of Oil, claimed by the shippers, on the ground that, according to the Chamber's Steamer Tonnage Scale, no such allowance should be made. The shippers stated their case thus—that although Rule No. 3 of the Chamber's Steamer Tonnage Scale said "that Oil be taken on the outside measurement of the cask," yet no reference was made as to the way in which this measurement was to be taken, or the manner in which the cubical contents of a cask were to be arrived at, that they had shipped oil this year by the steamers Harold Haarfager, Standard, Alabama, Madras, Cosmopolitan, and Australia (this latter of the Rubattino line), and that, without exception, their method of calculating the freight, that is to say, deducting one-fifth for the bulge, had been passed without question, and this was sufficient to show the customs of the Port. They further drew attention to a work called "The Merchants add Shipmasters' Ready Calculator" simply to show that the method of calculating adopted by them was the one in all probability followed at other Ports; and they considered that the adoption of a different method in working out the measurement and freight on oil, which would increase the charge by 20 per cent., would place the article at a disadvantage as regards other merchandize, and considerably curtail its export.

In another case referred to the Chamber, the measurement in the Bills of Lading with the "fifths off," as per Measurement Table, which in this case also accompanied the reference, was objected to by the steamer agents, who were of opinion that the solid contents of the greatest dimension was the correct measurement. The shipper's argument was that such could not be the case, otherwise freight would not rule higher for oil in casks than for cotton bales. When he engaged this freight at £9-15-0, freight for cotton was at the same date £2-2-6, hence 12s. 6d. was added for the "fifths off."

Your Committee, however, having carefully considered the question, were of opinion that, according to the rule of the Chamber, the calculation of the freight should be made on the outside measurement of the cask, without any allowance for the bulge.

(To be continued.)

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